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Optometrist (Canada)
F.I.O. (London).

700,000 HOMELESS AT PORTO RICO.**HEAVY DEATH ROLL.**

WEST INDIES HURRICANE ONE OF WORST RECORDED.

BRITISH OFFICIAL NEWS.

London, Yesterday. The Colonial Office has received a telegram from the Governor of the Leeward Islands giving details of the loss of life and damage caused by the hurricane.

The Governor visited Montserrat, where he found the destruction and damage very heavy. Hospital nurses' and matrons' quarters were demolished, bridges, were destroyed, the jetty was badly damaged and all Government buildings were stripped. The telephone exchange and lines throughout the Island were destroyed. Two-thirds of the peasant houses were totally destroyed and several of the principal houses in Plymouth were damaged. Five Protestant churches, Roman Catholic churches, Wesleyan chapel, a hotel and several estate residences were wrecked. There were 40 deaths and 70 injured.

The total estimated damage to Government property and peasant huts is estimated at £30,000.

In Nevis, little damage was done to Government property but many huts of the poorer classes were demolished. The deaths here numbered 18 and the injured 50.

In Saint Kitts, the Government building was slightly damaged and many small huts were demolished. Six deaths are reported.

In Antigua, Government property and peasant huts were damaged to the extent of £17,000.

The administrator of Dominica reports one death, four jetties demolished and one damaged.

Roseau waterfront was partially destroyed and great damage done to roads in the country. Telephones were demolished, the electric lighting system seriously damaged and there was heavy loss to general cultivation.

FOOD SHORTAGE FEARED.

It is feared there might be a food shortage later owing to the destruction of the crops. The estimated damage to the Public Works Department is £6,000.

The total estimated damage to Government property and peasant huts in Dominica, Montserrat, Antigua, Saint Christopher and Nativis is estimated at £10,000.

All the deaths and injuries occurred among the labour class.

A telegram from the Governor of Jamaica states that the damage at Grand Turk is reported as being not very great.—British Wireless Service.

FLORIDA'S LOSSES.

New York, Yesterday. It is feared that the total hurricane death-roll will be probably over 2,000, judging by the estimates which include 400 in Florida, and 1,000 in Porto Rico.

The property damage in Florida alone is estimated at \$100,000,000. Hundreds are reported missing.

Martial law has been instituted in the Palm Beach districts and the Everglades and some of the finest hotels and buildings at Palm Beach have been wrecked. Refugees and injured are crammed in temporary huts and shelters.

AT PORTO RICO.

Troops have been called out of Porto Rico to quell outbreaks of rioting and prevent looting.

The Governor of Porto Rico, in a wireless message, says that at least 700,000 are homeless.

NEW YORK GETS "TAIL-END."

The tail-end of the storm was experienced in New York to-day, when the wind was so violent that several persons were blown through windows and the traffic in the streets was held up.—Reuter's American Service.

FRENCH LOSS.

Paris, Yesterday. Further details of the hurricane havoc in the Guadeloupe Islands have been received by the Minister of the Colonies which give the death-roll as 680.—Reuter's.

A PARLEY—AND THEN SURRENDER?**LATEST FROM NORTH**

NORTHERNERS COMMANDER TO GIVE UP SOON.

LOSSES ON BOTH SIDES.

Tongshan, Yesterday. General Chang Tsung-chang (commander-in-chief of the Northern Army) has arranged to meet the commanders of the two forces allied and fighting against him. These are General Pei Chung-hsi (commanding the Nationalists) and General Yang Yu-ting (chief of staff of the Manchurian Army).

The meeting is to be held at Lanchien so that General Chang Tsung-chang can discuss his surrender to the Nationalists cause.

It is reported that the heavy fighting west of Changli, between the Manchurians and the Northerners, resulted in heavy casualties on both sides and a temporary truce for the Manchurians.

Manchurian reinforcements are coming inside the Great Wall from the north to join the campaign against the Northerners.

A Nationalist report makes out that the Northerners in the Lanchien-Anshan area have been disarmed by the Manchurians.

The Tongshan mines area and Chinwangtao are quiet.—British Naval Wireless.

Trains Running.

Shanghai, Yesterday. The Nationalist Military Council has despatched a bombing plane to assist General Pei Chung-hsi's forces against the Northern Army operating near the Great Wall.—Reuter.

Peking, Yesterday.

The mining area around Tongshan is now quiet. All the mines are being worked normally and coal trains are running more frequently to Tientsin.—Reuter.

PAY FOR THE TROOPS**SALT FUNDS FOR AUTUMN FESTIVAL.****TRouble AT PAOYING.****Peking, Yesterday.**

According to a report published in the vernacular papers, Marshal Chiang Kai-shek has ordered the Salt Commission at Changli, through the Finance Ministry, to furnish \$1,600,000 before the mid-Autumn festival for the expenses of the Nationalist troops in the Peking and Tientsin area.—Reuter.

POLAND'S VANDALS.**ALLEGED MEMBERS OF A TERRORIST ORGANISATION.****SUCCESS OF BRITISH FLYING BOAT.****CONGRATULATIONS.**

"CALCUTTA" TO CARRY LIVERPOOL-BELFAST MAIL.

AN EXPERIMENT.

London, Yesterday. Sir Samuel Hoare, Secretary for Air, has sent the following telegram to Group Commander Cave Browne Cave, Commanding Officer of the Royal Air Force Far East: "warm congratulations to you and all under your command on your return to Singapore and success of achievement with four machines over a flight of 25,000 miles, which affords convincing proof of the reliability and mobility of the flying boat."

Liverpool-Belfast.

The Post Master General announces that an experimental air service operated by the "Calcutta" flying boat, will be carried out between Liverpool and Belfast between Sept. 24-29. Mails will be despatched daily from Liverpool to Belfast and vice versa by this service.—British Wireless Service.

DISARMAMENT.**AN APPEAL TO "ALL GOVERNMENTS."****COMMITTEE APPOINTED.**

Geneva, Yesterday. After two hours' debate, Mr. Paul Boncour on the resolution by Count Bernstorff (Germany) inviting the council urgently to appeal to all the governments to reconcile their differences with regard to disarmament, the Third Committee decided to appoint a drafting committee to draw up a resolution based on Franco-German resolutions. Thus the debate on disarmament in the assembly will be based on the Franco-German motion.

Baron Sato's suggestion.

Baron Sato deprecated the fixing of a new date for the meeting of the Disarmament Conference but favoured M. Loudon's suggestion regarding a private conference of the Naval Powers in Paris. He said the idea should be further explored. He, however, was without the views of his Government.—Reuter.

PAOYING.

Washing, Yesterday. In the four settling days of the year, falls on Sept. 28.]

Official Killed.

Shanghai, Yesterday. It is reported that an official who was sent to pay off the 46th Nationalist Army at Paoying Grand Canal on the basis of \$2 for Hunanese and Hupehese and \$11 for Cantonese has been killed by the soldiery.—Reuter.

RAIDS ON REDS.**ACTION TAKEN AT CHANG SHA AND AMOY.****Shanghai, Yesterday.**

It is reported from Changsha, Hunan province, that the Chinese military here have raided a Communist cell at Shachow near Changsha, making several arrests.

From Amoy, it is also reported that a Communist cell was raided by the military. Five persons were arrested. Several boxes of Communist literature and material were seized. A strict search is being conducted by the military for other cells believed to be active in Amoy.—Reuter.

REFUSED HIRE.**ALLEGATIONS AGAINST CAR DRIVER.****Appearing on remand, the driver of a public vehicle who was yesterday charged at the Kowloon Court for refusing hire, questioned by the magistrate, Mr. W. Schofield, said that he had employed a solicitor (Mr. C. A. S. Russ) to appear for him.**

The complainant, Mr. E. D. Shank, of the Hong Kong Excavation and Pile Driving Co., was also present in Court.

Evidence by Mr. E. D. Shank, complainant, was heard yesterday, the case being remanded to enable a folk, who, defendant alleged, had heard the conversation between defendant and complainant, to give evidence.

When the case was called this morning, Mr. Russ was not present in Court.

The magistrate remarked that he had received a telephone message from Mr. Russ stating that he would be unable to attend and asking the case to be remanded.

As all parties concerned had no objection to a remand, the case was adjourned till Friday next at 11 a.m.

SOVIET AND A NEW LOAN.**300,000,000 ROUBLES.****AUTHORISED BY MOSCOW CENTRAL EXECUTIVE.****11 PER CENT. INTEREST!**

London, Yesterday. The Central Executive has authorised a new State Internal Loan of 300,000,000 roubles carrying interest at 11 per cent.—Reuter.

SHIPPING STRIKE.**WATERSIDE WORKERS STILL HOLD OUT.****AUTHORITIES ACTIVE.**

Melbourne, Yesterday. Despite the resumption order the waterside workers in most ports are now refusing to work under the two "pick-up" system. Ship owners have decided to advertise for volunteer labour, declaring their determination to end "the present deplorable chaos" by ap-

FRESH AND FAIR.

N.E. winds, fresh, fair, is the forecast until noon to-morrow. The anticyclone has passed into the Pacific.

An area of high pressure extends from N. China to E. of Japan and an area of low pressure from Indo-China to Guam.

pealing to the community for support in their efforts to maintain a transport service.

The equipment of volunteer labour in Adelaide is proceeding and leading business men are urging their employees to enrol. The rural district police have been warned to hold themselves in readiness for a call to the city.

A NEW BILL.

In the House of Representatives at Canberra Mr. Bruce gave notice of the immediate introduction of a bill relating to "employment in trade and commerce among the states and overseas." It is surmised that this bill will deal with the protection of volunteers. Labour supporters are very perturbed.

Cooktown is without food owing to the strike and Mr. Bruce has requested the Queensland Government to put off throwing in his lot with the Nationalists. He considers that such advice was useless and ineffective.

The leader of the Opposition, however, did not mince matters when he declared his determination firmly to hold Japan's position in Manchuria regardless of what political regime may hereafter be set up there, but simultaneously he strongly refused to charge Japan with trying to set up an independent state or protectorate.

Mr. Hamaguchi pointed out that it has been persistently and consistently Japan's fixed national policy to uphold China's territorial integrity, a proof of which he instances in the treaties, from the first Anglo-Japanese Alliance down to the Washington Nine Power Pact signed in 1922.—Reuter.

POINTS ELUCIDATED.

Mr. Hamaguchi, elucidating his first point, namely the ensuring of internal peace and unity in China, expressed his disapproval of the advice given to Young Chang Hsueh-liang in Manchuria to put off throwing in his lot with the Nationalists. He considers that such advice was useless and ineffective.

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U.S. PRESIDENCY.**GOVERNOR SMITH ATTACKS MR. HOOVER.****APPEALING TO THE FARMERS.**

Omaha, Yesterday. Governor "Al" Smith, who is now touring the middle west in an effort to win the support of the disgruntled Republican farmers, attacked Hoover for his opposition to the Government policy of relief to grain growers. He declared that he stood "for the principle" of the McNary-Haugen Bill, which President Coolidge twice vetoed as unconstitutional.

Governor Smith promised if elected, to appoint a non-partisan commission to enquire into the farm relief question.

Referring to prohibition, he said this was a matter for the decision of individual states.—Reuter's American Service.

IN BATAVIA.**TIN MINE STRIKERS AND POLICE COLLIDE.**

Batavia, Yesterday. One striker has been killed and two seriously injured in a fight with the police at the Billiton tin mines. Eight policemen and five strikers were slightly injured. The trouble was owing to the influence of extremist elements among newly recruited Chinese coolies. Police reinforcements are en route from Batavia and the strikers are now resuming work.—Reuter.

TO-DAY'S DOLLAR.

The closing rate of the dollar on demand to-day was 1/11 13/16.

A LOST TRIBE IS FOUND.**IN ARABIA.****ENGLISHMAN'S DISCOVERY DISGUISED AS BEDOUIN.****ORDEAL BY FIRE.**

London, Sept. 1.

Mr. Bertram Thomas, Financial Adviser to the Sultan of Muscat, speaking at the International Orientalist Congress, claimed that in the course of a 600-mile journey in unexplored Arabia, disguised as a Bedouin, he discovered a group of five Muslim tribes which he identified with the Lost Tribe of Hazor mentioned in Genesis, and the Adramitae of Pliny. They speak four different languages not understood by the Arabs. He mentioned that one curious custom of the young women was to shave a half-inch strip of hair, making a central parting down the head. The men shave their moustaches, but keep a chin tuft.

London, Sept. 1.

Geneva, Yesterday. The Committee dealing with the British proposal to appoint a commission to enquire into opium-smoking in the Far East has adopted a resolution in favour of referring the question to the Budget Committee and to ask for a credit of 250,000 Swiss francs to cover the expenses of the commission.

London, Sept. 1.

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PUBLIC AUCTION.

G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 24th day of September, 1928, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui Po, in the Colony of Hong Kong for a term of 75 years, commencing from 1st July, 1928, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Is Crown Land	Crown Rent	Annual Rent	Annual Price
New Kowloon Island Lot No. 118a Junction of Queen's Road and Des Voeux Road	As per sale plan.	3,600	25	25	25

NOTICES.

NOTICE.

DR. ASGER, DENTAL SURGEON, has removed his office to KAYAMALLY BUILDING, 20/22, Queen's Road Central, Hong Kong, 1st Sept., 1928.

HONG KONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for the SIXTH EXTRA RACE MEETING to be held on SATURDAY, 6th October and on MONDAY, 8th October, 1928 (weather permitting) may be obtained at the Race Course, Hong Kong Club, and Causeway Bay Stables.

Entries will CLOSE at 12 o'clock noon on SATURDAY, 22nd September, 1928.

Hong Kong, 31st Aug., 1928.

THE CHINA LIGHT & POWER CO. (1918), LTD.

NOTICE.

WITH reference to the Circular Letter dated 23rd April, 1928, whereby an offer was made to the Shareholders of the Company of one additional share for every five shares held by them on that date, the Directors of the Company have resolved that the latest date for acceptance of the offer of the said additional shares will be 1st October, 1928, after which date any shares for which applications are not received on or before 1st October, 1928, will be disposed of by the Directors for the benefit of the Company.

SHEWAN, TOMES & CO.
General Managers.

Hong Kong, 15th Sept., 1928.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON

FRIDAY, 21st September, 1928, commencing at 11 a.m. at their Sales Room, Duddell Street.

A Quantity of Silver and Electro-plated Ware. Comprising:—

Silver Tea Sets, Large and Small Silver Salvers, Silver Combing Set, Centre Pieces, Dishes, Cake Baskets, Egg Stands, Cruets, Vases, Toast Racks, etc., etc.

A Few Pieces of Cut Glasses.

On View on Day of Sale. Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers. Hong Kong, 18th Sept., 1928.

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No. 22, Queen's Road Central.
For Ladies & Gents.
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Your Visit is cordially welcomed when you will see that our Trained Female Hair Dressers give you every satisfaction. Business Hours:—
8 a.m. to 7 p.m. on weeks days.
12 noon to 6 p.m. on Sundays.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN
TELEGRAPH CO., LTD.,
OF DENMARK.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—
Lee ex Oil, from Amoy.

Daidogunny, from Shanghai.
Mrs. Orosco, Francis Hotel, from Shanghai.

E. V. JESSEN,
Superintendent.
Hong Kong, 18th Sept., 1928.

THE EASTERN EXTENSION
AUSTRALASIA & CHINA
TELEGRAPH CO., LTD.

The following unclaimed telegrams are lying in the E. E. Telegraph Co. office, Hong Kong—Crease, Hong Kong Hotel, from Brisbane.

Rossi Salamander, from Shanghai.

Thuonghime, from St. Denis Reunion.

E. A. LEGGATT,
Superintendent.
Hong Kong, 18th Sept., 1928.

BOLD EVERYWHERE
1/2 Pint, Pint, Quart, Gallon Case
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STREET COLLISION.

PARENTS KILLED; TWO
CHILDREN UNCONSCIOUS.

MOTORING TO SEASIDE.

Mr. Joseph Tomlinson, aged 46, and his wife, Mrs. Lily Tomlinson, aged 44, of Alexander-road, Acocks Green, Birmingham, were killed recently in a collision between their motor-car and a motor-omnibus a few miles from their home. They were on their way to Aberystwyth with their two children, aged 15 and 11, and all four were thrown into the road. Mrs. Tomlinson died immediately and Mr. Tomlinson later. The children were taken to West Bromwich Hospital unconscious.

UNCLE OF 7 PEERS.

DEATH OF LORD FREDERICK HAMILTON.

The death took place in London recently, in his 72nd year, of Lord Frederick Spencer Hamilton, fourth of the six sons of the first Duke of Abercorn. Thus within three years three of the brothers have died—the other two being Lord Claud and Lord George Hamilton. Of the six only Lord Ernest Hamilton survives.

Lord Frederick was for two brief periods in the House of Commons—in 1885-86 (S.W. Manchester) and 1892-95 (North Tyrone). From 1877 to 1884 he was a second secretary in the Diplomatic Service, for some years he edited the "Pall Mall Magazine," and he travelled widely.

The outcome of these experiences was many witty and charming memories.

Lord Frederick's recollections dwell affectionately on his mother, the famous first Duchess of Abercorn, who lived to the age of 93, "with the full use of every intellectual faculty and the retention of but slightly impaired bodily powers."

At her death in 1905 "she had 169 direct living descendants: children, grandchildren, great-grandchildren, and great-great-grandchildren, in addition to 37 grandchildren and great-grandchildren by marriage. It is given to but few to see their grandson's grandson."

The sons and daughters of the duchess were known as "the Handsome Hamiltons."

In his closing years Lord Frederick was uncle in many prominent families. He lived to see one of his nephews, the present Duke of Abercorn, become Governor of Northern Ireland. Other nephews included, besides three dukes, the present Marquess of Lansdowne, Lord Mount Egremont, Lord Winterston, and Lord Durham. Lord Lichfield is his grand-nephew.

The funeral took place at Chelmsford Church, Buckinghamshire, and a memorial service was held at All Saints, Margaret-street, W.

Only coloured flowers were used in the wreaths at the funeral at Hull of Captain Woods, Chief Constable of Hull. Twelve chief constables and 400 policemen attended. The coffin was borne on a bright red fire brigade tender.

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M.V. "VIMINALE" Sails on or about 11th Oct.
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HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

S.S. "VENEZIA" Sails on the 22nd Sept.
M.V. "REMO" Sails on or about 16th Oct.
M.V. "VIMINALE" Sails on or about 13th Nov.

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SIBERIA MARU (Calls Los Angeles). 2nd October.

TAIYO MARU (Calls Nagasaki). Tuesday, 16th October.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez.

SUWA MARU Saturday, 22nd September.

FUSHIMI MARU Saturday, 6th October.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU Wednesday, 24th October.

MISHIMA MARU (Calls Zamboanga). Wednesday, 21st November.

BOMRAY via Singapore, Penang, & Colombo.

† NAGATO MARU (omit Penang). Thursday, 27th September.

AWA MARU Thursday, 11th October.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles.

Mexico & Panama.

BOKUYO MARU Saturday, 29th September.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

KANAGAWA MARU Tuesday, 9th October.

NEW YORK and BOSTON via PANAMA.

† MAYEBASHI MARU Monday, 24th September.

TOBA MARU Sunday, 21st October.

LIVERPOOL via Port Said, Geneva, Marseilles.

† LIMA MARU (Calls Glasgow). Sunday, 21st October.

CALCUTTA via Singapore, Penang & Rangoon.

† RANGOON MARU Sunday, 28th September.

GENOA MARU Monday, 8th October.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU Friday, 21st September.

SHIANGHAI, KOBE & YOKOHAMA.

MALACCA MARU (Calls Keelung) Sunday, 20th September.

TAMBA MARU Sunday, 20th September.

† TOYOOKA MARU Monday, 1st October.

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SPECIAL SUMMER EXCURSION TICKETS ON SALE.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore
Colombo, Suez and Port Said.

ALASKA MARU Thursday, 11th October.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Suez, Singapore,

Colombo, Durban & Cape Town.

LAPLATA MARU Saturday, 29th September.

BOMBAY—via Singapore & Colombo.

INDUS MARU Thursday, 20th September.

SHUNKO MARU (Calls at Karachi). Thursday, 4th October.

BORNEO MARU Friday, 19th October.

DURBAN, DELAGOA BAY, BEIRA, DAR ES-SALAAM, ZANZIBAR AND

NOMADASA—via Singapore and Colombo.

CHICAGO MARU Friday, 28th September.

CALCUTTA—via Singapore, Penang and Rangoon.

TACOMA MARU Tuesday, 26th September.

SEATTLE MARU Thursday, 25th October.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and

Japan ports.

LONDON MARU (Sailing from Dairen). Friday, 21st September.

MELBOURNE—via Manila, Brisbane & Sydney.

BURMA MARU Saturday, 6th October.

HAIPHONG—via Hohow & Pakho.

MENADO MARU Thursday, 27th Sept. 10 a.m.

NEW YORK—via Japan ports, San Francisco & Panama.

ARGUN MARU Thursday, 20th September.

JAPAN PORTS.

HONOLULU MARU Tuesday, 25th September.

ANDES MARU Saturday, 6th October.

KASADO MARU Wednesday, 10th October.

KEELUNG—via SWATOW & AMOY.

KISHU MARU Sunday, 23rd Sept. Noon.

HOZU MARU Sunday, 23rd Sept. Noon.

KISHU MARU Sunday, 30th Sept. Noon.

TAKAO—via SWATOW & AMOY.

DELI MARU Thursday, 4th Oct. Noon.

TAKAO & KEELUNG.

BOURABAYA MARU Wednesday, 17th October.

OSAKA SHOGEN KAISHA.

For further details apply to
M. TAKUCHI, Manager.

Tel Central No. 4888, 4889, 4890.

SHIPPING SECTION.



UNSEAWORTHY.

CLAIM AGAINST GERMAN
SHIPBUILDERS.

TWO COLLIERS.

The Court of Appeal at The Hague has rejected the appeal brought by the Germania Werft as a result of the judgment of the Rotterdam tribunal which had condemned the appellants to return to the Shipping and Coal Company, of Rotterdam, the cost of the construction of two colliers which were found to be unseaworthy and to pay damages to the same owners.

The court expressed the opinion that, in conformity with Dutch law, the contract which existed between the shipbuilders and the shipowners could not be regarded as terminated by the fact of the delivery of the ships, and that the shipbuilders remained, after the said delivery, responsible for any concealed defects.

The judgment adds that the stability trials carried out on the demand of the Dutch inspectors of navigation did not constitute a proof of the initial stability of the vessels, and that the shipowner could not himself be called upon to carry out the extremely difficult and complex tests which alone would permit the stability of ships to be determined in a precise fashion. The shipowners were, accordingly, entitled to claim the rescission of the contract as soon as it was found, some time afterwards, that the ships were unfit for the service for which they were intended, and that the defects in construction were such that a reconstruction of the vessels was out of the question.

THE "VICTORY."

H. M. THE KING VISITS
NELSON'S OLD FLAGSHIP.

The King went down to Portsmouth recently to see Nelson's old flagship, the "Victory," which has been overhauled and re-conditioned and is now looking exactly the same as she was when she headed the line of battle at Trafalgar. The "Victory" lies in dry dock in Portsmouth Harbour, and there she will remain as long as she holds together. The King spent four hours inspecting the ship, and unveiled a tablet commemorating the completion of the work. His Majesty was much interested to learn of all the difficulties that had to be surmounted, and the research that was necessary to make the "Victory" in all respect as at Trafalgar. In reply to a question the King was told that the "Victory" might be expected to last in the present state for about 300 years. "It has been more worth while restoring the ship and I am very glad to have been here to-day to see the work now that it is complete," said the King. After his inspection of the "Victory," the King went on board the battleship "Nelson" and lunched with Sir Hubert Brand. The "Nelson," which is the flagship of the Atlantic Fleet, is the wonder ship of the Navy. For the King it had also a personal interest as the ship on which Prince George has been serving for some time as a Lieutenant. While at Portsmouth his Majesty also inspected the "Australia" and "Canberra," the newest ships of the young Australian Navy. They have just been taken over from the shipbuilders, and are soon to go to Australia.

SERIOUS RESULTS FORESEEN.

This trend towards the acquisition of larger ships was recently made the subject of reference by the Committee of the Bergen Stock Exchange. The committee point out that while the number of ships throughout the world of between 500 to 2,000 tons has increased by 7 per cent. between 1914 and 1928, it has actually decreased in Norway by 24 per cent., and it is considered that if this tendency continues, the results will be very serious for Norwegian shipping. Tracing the development of the larger shipping, the committee show that these have grown from modest beginnings, and not infrequently by means of small ships. These small ships, plying in the near home waters, are considered to have a relatively greater importance for the economic welfare of the country than the large ships. They require proportionately larger crews, and are equipped and repaired more frequently at home. The equipment and layout of the home shipbuilding yards have been specifically designed for the construction of small and medium-size ships, and as a result an undesirably large proportion of the current shipbuilding programme, involving 9,000 tons dead-weight, is of necessity being built abroad. Furthermore, as a result of a progressive fall-off in the competitive capacity of the small ship, it has been estimated that almost 100,000 tons d.w. of such Norwegian ships have

been lost in the last few years. There will be many students of the subject who, while not gainsaying the existence of problems and difficulties which must inevitably follow such a complete change of ship types and dimensions as has been the experience of Norway, will be inclined to take the view that in so wholeheartedly and progressively undertaking the construction of large, fast and modern type ships she has immeasurably increased the efficiency and mobility of her mercantile fleet. Many of her modern motor ships are chartered for several years ahead at highly remunerative rates, and although such ships do not plough near home ports, and are not, as a general rule, equipped or repaired in home ports, the fact should not be lost sight of that the operation of such tonnage results in very material economic gain to the country.

OUTSIDE INFLUENCES.

Whatever may be the causes responsible for the marked diminution in the competitive capacity of the small Norwegian steamer as a class or type, it hardly appears logical to attribute responsibility, partly or in whole, to the growing adoption, by Norwegian owners, of the large and modern motorship of fairly high speed. Nor does it seem reasonable to suppose that there are many responsible public bodies in Norway who seriously believe that a curbing of the prevailing tendency towards the acquisition of large ships and a revision to the development of the small ship would be followed by an economic improvement in the shipping situation as a whole.

IN NORWAY.

INCREASING NUMBER OF
MOTOR-VESSELS.

ITS CHANGED CHARACTER.

During the last year or two there has been a tendency in certain quarters to assess the general health and virility of a country's mercantile shipping solely from the standpoint of its adoption of the motorship, and if the shipping of all nations were measured up according to this standard, no country would stand out in a stronger light than Norway. At the beginning of this year the position of Norway in this respect was that she had on order 45 motorships aggregating 400,000 tons, and although no large steamer was built for Norwegian ownership during 1927, there were built during that year 20 motor vessels of 116,368 tons for service under the Norwegian flag. Added to this is the fact that, according to the latest issue of Lloyd's Register, Norway, with 747,466 tons, is second only to Britain as the largest owner

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17 Days Hongkong-Vancouver, 14 Days Shanghai-Vancouver.

11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

SAILINGS 1928

STEAMERS	Hong Kong	S'hal	Kobe	Yahama	V'ver
	Leave	Leave	Leave	Leave	Arrive
EMPERESS OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 26
EMPERESS OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 10
EMPERESS OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24
EMPERESS OF FRANCE	Nov. 28	Dec. 1	Dec. 4	Dec. 6	Dec. 15
EMPERESS OF RUSSIA	Jan. 9	Jan. 12	Jan. 15	Jan. 17	Jan. 24
EMPERESS OF ASIA	Jan. 23	Jan. 26	Jan. 29	Jan. 31	Feb. 9
EMPERESS OF FRANCE	Feb. 13	Feb. 16	Feb. 19	Feb. 21	Mar. 2
EMPERESS OF RUSSIA	Mar. 6	Mar. 9	Mar. 12	Mar. 14	Mar. 23
EMPERESS OF ASIA	Mar. 20	Mar. 23	Mar. 26	Mar. 28	Apr. 6
EMPERESS OF FRANCE	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27
EMPERESS OF RUSSIA	May 1	May 4	May 7	May 9	May 18

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P. & O.-British India Apcar and Eastern & Australian Lines

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DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
KASHGAR	9,065	29th Sept.	Marseilles, London, Antwerp & Hull.
MOREA	10,963	13th Oct.	Marseilles & London.
MIRZAPORE	6,715	25th Oct.	Straits & Bombay.
KHIVA	9,135	27th Oct.	Marseilles, London & Hull.
KIDDERPORE	5,334	10th Nov.	Straits, Bombay & Karachi.
MACEDONIA	11,120	10th Nov.	Bombay, Marseilles & London.

*Cargo only.

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BRITISH INDIA-APCAR SAILINGS.

GAMBADA	5,307	23rd Sept.	Singapore, Penang & Calcutta.
TAKADA	6,949	1st Oct.	Singapore, Penang & Calcutta.
TALAMBA	8,018	13th Oct.	Singapore, Penang & Calcutta.
TALMA	10,000	27th Oct.	Singapore, Penang & Calcutta.

*Cargo only.

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and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

ST. ALBANS	4,500	28th Sept.	Manila, Sandakan, Thursday Island.
ARAFURA	6,056	30th Nov.	Townsville, Brisbane, Sydney & Melbourne.
TANDA	6,000	2nd Nov.	

Regular monthly sailings from Hong Kong to Japan and Hong Kong to
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The P. & O. Branch Service of steamers to London, via the Cape.

The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

LAHORE	5,252	28th Sept.	Shanghai, Moji, Kobe & Yokohama.
KHIVA	9,138	29th Sept.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	3rd Oct.	Amoy, Moji, Kobe & Osaka.
ARAFURA	6,000	10th Oct.	Moji, Kobe, Osaka & Yokohama.
MACEDONIA	11,120	10th Oct.	Moji, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.

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SS. "PHENIX".....	Via Suez Canal	20th Sept.
SS. "CITY OF WELLINGTON".....	Via Suez Canal	5th Oct.
SS. "AGAPENO".....	Via Suez Canal	17th Oct.
SS. "CITY OF KHIOS".....	Via Suez Canal	22nd Oct.
SS. "PURVIS".....	Via Suez Canal	16th Nov.
SS. "CITY OF PERTH".....	Via Suez Canal	20th Nov.

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CHOLERA DEATH.

THE LATE PROFESSOR
NICHOLS.

LINER TRAGEDY RECALLED.

Details of the career of the late Professor Lee Nichols, who died of cholera on board the P. & O. liner "Naldera" on August 10 when four hours out of Penang, are published in the "Times" as follows:

Professor Nichols was on his way to Yokohama to take up the Chair of English Literature, which has just been vacated by Mr. Sherard Vines. He was a graduate of London University, where he studied after the War. During the War, he lost an arm, but did not allow this to interrupt his athletic activities. He was at one time captain of the University College boxing club. On leaving University College he became Warden of Chancellor's Hall in the University of Birmingham, where he remained until this spring. A man of many activities, he was also a poet and dramatist of some distinction. Some of his plays have been produced in the United States, which he visited on British propaganda work during the War.

Straits Fisheries.

FINAL COMMENTS ON TRAWLING OPERATIONS.

The 1927 report of the S.S. and F.M.S. Fisheries Department, referring to the experiments with the trawler "Tongkol," states:

It has been shown that large catches can be made by the trawl within the 10 fathom lines between the Dindings and Penang. Small motor-trawlers built locally and manned by Asiatics promise to be highly remunerative in this area. The Prai wharf in Province Wellesley would make a suitable, up-to-date market for the catch of such craft.

In Malayan waters of over 10 fathoms in depth the otter-trawl with its various modifications does not promise commercial success unless some means can be found of stocking the net with more fish. Various reasons can be advanced in explanation of the relative failure of this net in local and indeed in tropical waters generally. Amongst them may be enumerated the difference in class of fish, the fish most commonly caught by the trawl in its home waters being either few (pleuronectidae) in numbers or altogether absent (Cet family) in tropical waters; or fish may be much scarcer in tropical than in cold and temperate waters; or again they may not differ very much in numbers in the two environments, but they tend to group at seasons in the cold and temperate waters owing to the change from winter to summer, while in tropical waters, where seasonal variation is slight and where spawning by many bottom fish is persistent instead of sporadic, fish remain scattered.

It will suffice to say that some happy modification of the trawl-net or some method of grouping fish—several methods with this object in view are practised by the Malay fisherman—may result in placing the trawl-net in the tropics in the dominant position it attains in the North Sea.

SWEDISH TANKERS.

GOETAVERKEN LAUNCH THEIR
BIGGEST SHIP.

Two large-size motor tankers have been built by the two leading Swedish shipyards, the Goeta Works and the Eriksberg Works, both in Gothenburg.

The Goetaverken tanker "Nike," built for the Transoil Shipping Company, of Gothenburg, is the biggest ship yet launched from a Swedish yard. When ready, it will have a capacity of 13,500 tons d.w., and the weight of the ship when launched was 4,400 tons. It is constructed on the pattern of the Goetaverken "standard" 9,000 ton tankers, has 19 tanks for oil cargo, and its motors will develop 4,600 indicated h.p. It has for the first year been time chartered by the Anglo-Saxon Petroleum Company, Ltd. On the bed vacated by the "Nike" the Goeta Works will immediately lay the keel for a 10,000 ton cargo ship, ordered by the Swedish East Asiatic Company, of Gothenburg.

Another motor tanker was delivered by the Eriksberg Mekaniska Verkstads Aktiebolag to the Rout Shipping Company, of Gothenburg, and is named "Gustaf E. Reuter." It has a capacity of 9,000 tons d.w., its length between p.p. is 407 feet, breadth 55 feet, and depth 32 feet. It has 16 tanks, all with heating coils, and is equipped with steam-driven auxiliaries, except for the steering engine, which is electrically driven. The machinery consists of two 6-cylinder Diesel engines, developing together 2,800 indicated h.p., and three auxiliary Diesel motors, all of the Eriksberg and Burmeister & Wain type.

The Eriksberg concern has orders for seven more motorships and one passenger steamer.

THE WAITER KNOWS.

NATIONALITY BY THE WINE
ORDERED.

ENGLISH FOOD POPULAR.

There is no more cosmopolitan class of men in the world than the head waiters in the London hotels.

Their knowledge of foreign temperaments is unique. They have an uncanny ability in distinguishing a man's nationality as soon as he enters the restaurant. Almost before he has crossed the threshold the head waiter is welcoming him in his own language.

A head waiter is at once a gourmet, a linguist, a connoisseur of wines, a psychologist, and an encyclopaedia of information. A "Daily Mail" reporter who asked how head waiters are able to recognise nationalities was told by Napoleon, as the head waiter at the Hotel Victoria, Northumberland-avenue, is known to hundreds of foreigners:

A German is obvious to anyone, with his heavy face, square jaw, and close-cropped thick hair. The Dane and the Swede have a stiff mien and unemotional faces. The Frenchman is neat, petit, and gesticulating. The Italian is more swarthy, and the Spaniard has a pointed face.

Sometimes the shades of difference are very slight, but they are seen by a head waiter and he rarely makes a mistake.

Years ago the head waiter used to suggest various foreign dishes; but now all European peoples have been educated to eat as the Englishman feeds.

It is by his choice of wines that a man's nationality becomes most apparent. An Englishman will have a cocktail and drink champagne all through the dinner. A Frenchman has sherry with his soup, white wine with his fish; then a burgundy, followed by champagne, port, and liqueurs.

Danes and Swedes drink a lot of spirits peculiar to their own country. The German drinks beer, and Spaniards and South Americans drink mostly mineral alcohols.

The most generous and courteous nationality to serve in the English. The Englishman is very particular about his food, but when he has made up his mind what he wants he has it without any more fuss.

King Alfonso's Meal.

A head waiter at the Carlton Hotel agreed that all nationalities are being educated to the English menu. He said:

A typical meal for most foreigners is melon, light soup, fish, an omelet, and later grouse. That is for the most part what the Englishman eats. Whenever the King of Spain dines here he orders the same menu: Caviare, melon, soup, fish, and saddle of mutton. That is a typically English dinner.

CHINESE NAVY.

UNITS ASSEMBLING FOR
MANOEUVRES.

Shanghai, Yesterday. Naval manoeuvres, under the direction of the commanders of the 1st, and 2nd squadrons of the Chinese Navy, are to be held in the latter part of this month.

Seventeen gunboats are assembled at Tashenwan, near Nanking, and more are coming from up river and from Nanking—Reuter.

HOAXERS.

PEOPLE WHOSE HEADS NEED
EXAMINING.

"I have murdered my wife and decided to have a watery grave between Sonning and Shiplake," advised "Daily Mail," H. Jones.

This message written on an envelope was found in a bottle recovered from the Thames at Wargrave. There is no "H. Jones" missing from Wargrave. Fifty police and Thames Conservancy men have searched the river between Sonning and Shiplake but nothing has been found.

Ninety-nine in every hundred of these bottle messages are hoaxes. They are usually written by people whose heads need examination.

Recently several bottles have been picked up containing messages purporting to come from missing Atlantic fliers.

Sir John Simon, addressing the Liberal Summer School at Oxford, said safeguarding bore the same relation to Protection that being tipsy did to being thoroughly drunk. "That is to say," Sir John explained, "the pleasant sensations which some people allege accompany the first are really no safe indication of permanent and well-being, according from the second."

"DIAMOND" SHIP.

ONLY 150 FOUND TO BE
IN SAFE.

A SURPRISE.

Saint-Nazaire, Loire. The safe recovered by divers from the Belgian liner "Elisabethville," sunk by a German submarine off Belle-Ile in 1917, was opened on board the Italian salvage steamer "Artiglio."

It was found to contain only about £50 in

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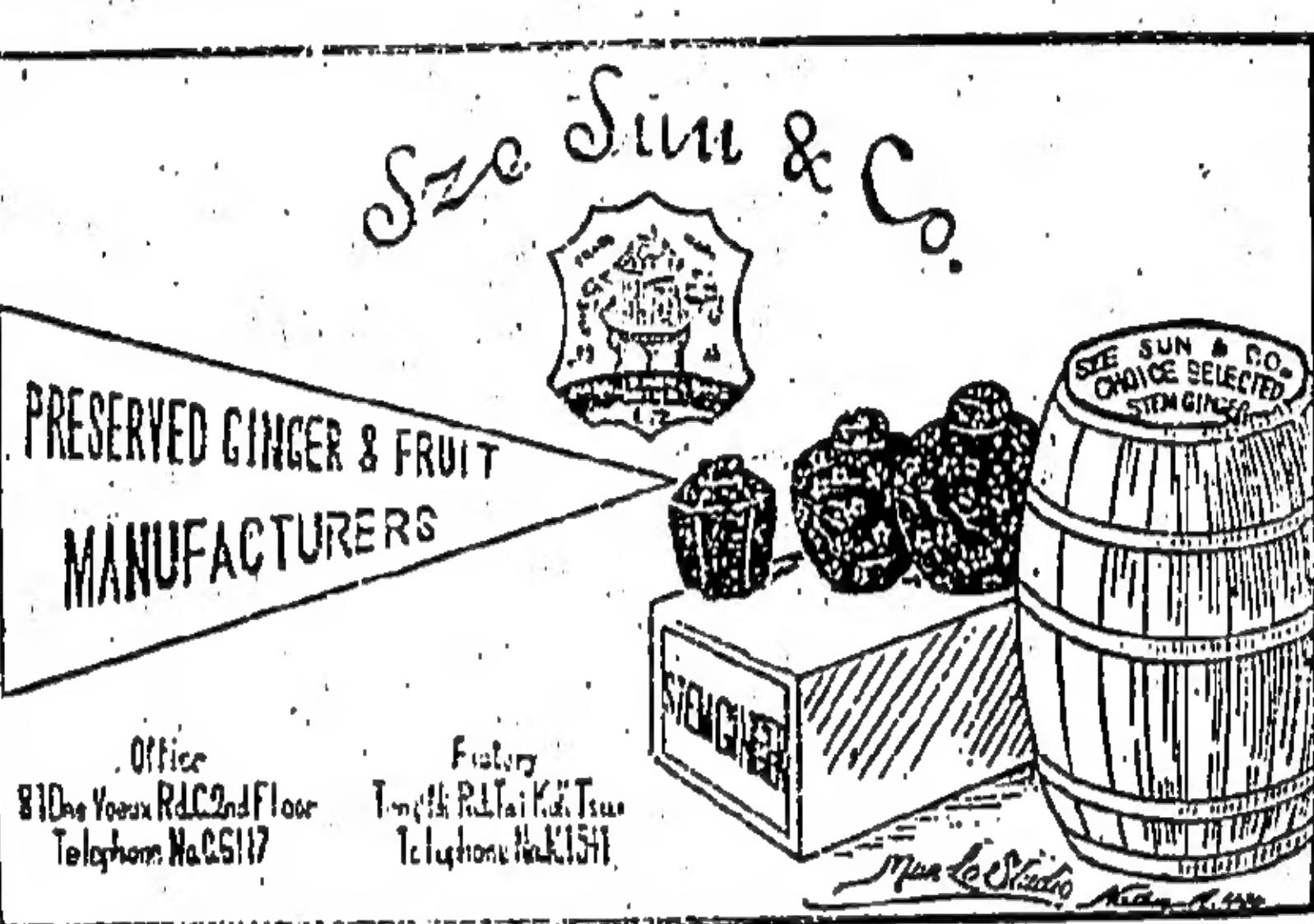


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Hong Kong, Thursday, Sept. 20, 1928.

NO "HUSH HUSH" BUSINESS.

Relegation to the limbo of things forgotten is the fate of many projects and schemes in this Colony. Out here memories, like tempers, are short; the one conveniently so and the other inconveniently so. So short, indeed, are the former that the widespread public agitation of a couple of months ago over the water shortage is now a matter entirely out of mind as well as out of sight. Since those Legislative Council discussions, Sanitary Board discussions and Press discussions other things have come to the fore to divert us—a few interesting legal cases, increased salaries for the Home-engaged civil servant and no increase for the locally-engaged man, criticism of police methods, the Grand Tattoo, and so on. It is time, however, that the water question was resurrected. It may be taken for granted that the Government will not make the first move in this direction, and say exactly what is going to be done to increase the water supply, so the task of revivification falls upon ourselves.

The simplest way to bring the matter before the notice of the public is to ask for the time "what does the Government propose to do?" The Aberdeen and Shing Mun Valley schemes have been considered at "length" and it is certainly time officialdom made up its mind as to which proposition it is going to tackle first. The situation as we last left it was in the hands of Sir Cecil Clementi at Home and the Colonial Office. On no we were given to understand, activities of the local officials went

as far as deciding which scheme they favoured and having their views cabled Home, it being left to Sir Cecil to negotiate with the Home authorities.

This is a long while ago—at least two months ago—and there has been ample time for a reply, considering the urgency of the whole problem. Maybe there has been a reply from London and the Government does not consider the matter of sufficient public interest to divulge its nature? Whether so or not, it is of public interest, tremendous public interest, and a Colony's water supply is no subject for officialdom to play any "hush-hush" business with. Whatever the reply is from Home—always provided, of course, the Colonial Office has managed to give a decision in the time—it should be made known to the man-in-the-street. If, on the other hand, it has not yet been decided what action is to be taken to augment the water supply we trust there will be no delay in announcing the decision, such as it is, when it is received locally.

An Aviation Problem.

Reference was made in yesterday's telegrams to what appears to be one of the latest developments in aircraft. We allude to the "Autogiro." Evidently this is a very singular machine and, judging by the description given, it is well-named when it is stated as being built on "unorthodox" lines. In the parlance of the aero-drome it is known as the "windmill plane," which appellation probably is doubtless very appropriate. For years what aviators have been seeking is a machine that will rise vertically and ascend similarly with, of course, as little unnecessary motion (or "comotion") as the average aeroplane; which still requires quite a good surface run on its own before it is able to ascend. The advantages of a "vertical start" are obvious and a machine that could do this nicely without skimming around birdlike fashion would be of great interest. Senator Juan de la Cierva, the inventor of the "Autogiro," seems to have handled the difficult problem of ascent and descent more successfully than others who have tackled it. A very large award has been offered by the British Air Ministry for a satisfactory solution but, evidently, the helicopters submitted have not yet answered the official requirements. Senator Cierva's machine, we note, is not only "unorthodox" in shape but it seems to require a 200 horse-power engine. We await with much interest what the experts and officials think of it.

A young Chinese girl received injuries to her head, caused by her hair being caught in one of the machines while she was working at the Kau Hing Knitting Factory, Mongkok, yesterday. She was removed to hospital in a serious condition.

Mr. B. Sultan, reading at Kowloon Tong, was this morning, at Kowloon Magistracy, fined \$5 for allowing his dog abroad without a muzzle.

COURTS MARTIAL.

TWO BORDERERS' PRIVATES
SENTENCED.

STRIKING A SUPERIOR.

Two privates in the 2nd Battalion of the King's Own Scottish Borderers, after being tried by District Court, Martia in Hong Kong, have been sentenced.

Pte. John Thomson was charged on three counts: (1) offering violence to his superior officer; (2) striking his superior officer while in the execution of his duty; and, (3) escaping from custody.

The Court found him guilty on all

charges and sentenced him to 128

days' detention. The General Officer

Commanding the Troops confirmed

the sentence, but remitted 28 days.

Pte. Peter Johnson was charged on

two counts: (1) striking his superior

officer while in the execution of his

duty; and, (2) resisting an escort

whose duty it was to have him in

charge.

He was found guilty on all charges

and the sentence of 112 days' deten-

tion was confirmed.

PRAPS-PRAPS NOT!

Lisette: Why do you always go to the front door when I sing, Horace? Does it annoy you?

Horace: No, my dear—I just want to let the neighbours see I'm not beating you.

"What does my little man want to buy—chocolates?" inquired the shopkeeper as the small boy entered.

"You becher life I do—but I've got to buy soap," was the boy's answer.

"Don't see nothing," he said. "Did you expect something?"

"Yes," answered the farmer. "I was expecting a card from Aunt Jenny, tellin' me when she's comin'."

"Hannah!" called the postmaster to his wife. "Seen a card from Mr. Jenkins's Aunt Jenny?"

"Yes," came the prompt answer. "She's coming down Tuesday!"

Briggs: Why have you got the back end of your garage on hinges?

Griggs: My wife can't always stop the car.

"Do you believe in phrenology?"

"No. As an experiment, I once had my head read; and I found there was nothing in it."

Brown: Funny how he is so lucky at cards and then loses his winnings at the races.

Smith: Not very funny. They won't let him shuffle the horses.

"I've swallowed my collar-stud!" he said in awed tones.

"Then" replied his wife heartily, "for once in your life you know where you put it."

Dealer: And how much milk does this cow give?

Farmer: I dunno ersackly 'ow much, but she's that kind-earted, she gives every drop she's got.

A young Russian was introduced to an elderly gentleman who was English and a trifle deaf. A climatic change had given the Russian a cold, and just as he bowed he sneezed.

"Oh, yes," said the Englishman. "I know your father well."

Higgins: I've been reading of a machine which does the work of 10 men. It almost has trains.

Huggins: Not if it does all that work.

Stout man: Why don't you get up and give one of the ladies a seat?

Boy: Why don't you get up and give them both a seat.

Preacher: Take up the collection before I start to preach.

Elder: Why?

Preacher: Because I'm going to preach on thrift.

Landlady: (as fork accidentally falls on the floor) Ah! that means there's a stranger coming.

Boarder: (tired of continual fish) Perhaps it's the butcher.

Ginger Meggs: I nearly got 10 marks in history to-day.

Eddie Coogan: Nearly got 10?

Ginger Meggs: Well, I got the nought, anyway!

Professor: Why are you so far behind with your studies, John?

John: So that I can pursue them better, sir.

A private, tired of fighting, complained to the doctor that he was going blind.

Holding up a reel of green thread, the doctor said: "What colour is this?"

"Yellow," answered the private, holding up a red reel.

"White," said the man.

Annoyed, the doctor picked up the lid of the dust-bin.

The private blinked at it for awhile. "Two bob or half a crown," he retorted.

Clerk: Er—I wanted to know if you could raise my salary.

Manager: What are you worrying for? I've managed to raise it every week so far, haven't I?

Manager: And do you know the motto of this firm, my boy?

Applicant: Oh, yes, sir. "Push."

I saw it on the door as I came in.

Prison Visitor: Do any of your friends ever come to see you here?

Convict: No, sir, they're all here with me.

Something went wrong with our water supply yesterday. We couldn't get a drop. Not that my old man worried—Jim and water ain't very good friends.

Dr. Herbert afterwards went on to the Winter Gardens, where he saw the revue and had a talk with the chorus girls and principals for a while.

Honour: It shows I did better than that. It shows that I hit him.

Judge: The evidence shows that you threw a brick at the constable.

Prisoner: Excuse me, your

Honour: It shows I did better than that. It shows that I hit him.

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King George IV
The Scotch Whisky of Good Taste



Sole Agents:-
GANDE, PRICE & CO., LTD.
St. George's Building, 10, Horse Street.
Tel. Central 138.

A young Chinese girl received injuries to her head, caused by her hair being caught in one of the machines while she was working at the Kau Hing Knitting Factory, Mongkok, yesterday. She was removed to hospital in a serious condition.

Yours etc.,

P. SANDS.

(Assistant Secretary)

Y.M.C.A., Kowloon, Sept. 19, 1928.

It would take a great deal to

convince me that people are spend-

ing less to-day on amusing them-

selves. —Lord Darnell.

Books are the best friends, but

they are silent, which is one of

their great advantages.—Ex-King

Manuel.

BISHOP AND CLOWN

The Bishop of Blackpool, Dr.

P. M. Heron, whose annual

side mission was concluded re-

cently at Blackpool, went to the

Circus, saw the show, and had tea

with the clown Doodles in his

dressing-room.

Dresses afterwards went on

to the Winter Gardens, where he

saw the revue and

LEAVE TO APPEAL.

"WRONGFUL IMPRISONMENT" DAMAGES.

ALLEGED ERROR OF LAW.

Leave to appeal was granted by the Full Court, sitting yesterday afternoon just before the Long Vacation began to-day, following an application by Mr. C. G. Alabaster, O.B.E., K.C. (instructed by Mr. G. S. Hugh Jones) in regard to the alleged wrongful imprisonment case from Taipo.

Appellants are Cheung Tai-kwai (master) and Cheung Kang (assistant) of the Wo Shing Hing Lung fish shop of Taipo. Damages of \$300 and \$100, respectively, were awarded against them by Mr. Justice P. Jacks (Puisne Judge) in the Summary Court, in a suit by Lee Wo-hui, fisherman of Wo Hop Shek village (for whom Mr. A. C. Arculli appeared). Damages of \$100 were also awarded against another defendant, Det. Sgt. Lai Shing of Taipo police station, but he took no part in yesterday's Full Court proceedings.

Mr. Alabaster submitted that Mr. Justice Jacks had made an error of law in the interpretation of an authority. He argued that the only part taken by appellants was that of pointing out the plaintiff (in the lower Court) to the detective, who was acting on the instructions of Sub-Inspector R. C. Watt (then in charge of Taipo station, and now retired on pension). Other points mentioned by counsel were that the judgment was against the weight of the evidence and that the damages were excessively because the detention of respondent was the act of Sub-Inspector Watt.

The Chief Justice (Sir Henry Gullan, C.B.E., K.C.) sat with Mr. Justice Jacks.

DRUG DEATH.

OVERDOSE OF A GERMAN PREPARATION.

An inquest was held at Kensington by Mr. W. B. Purchase, the Deputy Coroner for West London, on Charles Frederick Vivian Kebbell, aged 41, a medical practitioner, of Earl's Court-square, Kensington.

Dr. Kebbell was found unconscious in bed, and died in a nursing home. In his room were three empty bottles. Two had contained 100 tablets of adulin, a German preparation for inducing sleep, and the other 25 tablets of adulin.

William Francis Vere Kebbell, an artist, of Longridge-road, Kensington, stated that Dr. Kebbell, his brother, had not been low-spirited lately, though he had been sleeping badly. His financial affairs were in perfect order.

He had no regular practice, but used to go in ships for long stretches.

Sir Bernard Spilsbury said that death was due to coma from a fatal dose of one of the veronal group of poisons.

Mr. Purchase said that the maximum dose of adulin was not more than three tablets.

"I don't know how much he took and the fatal dose of this particular drug is not known," he added. "The group it belongs to is well known, and as a group has caused a fair number of deaths, and has been the subject of regulations and restrictions upon its purchase."

"Whether Dr. Kebbell took an overdose deliberately or accidentally I don't know, so I shall record a verdict that his death was due to this drug, and leave an open verdict."

BISHOP FOR 38 YEARS

DR. EDEN RESIGNS FROM THE SEE OF WAKEFIELD.

After 31 years as Bishop of Wakefield, Dr. G. R. Eden has resigned his See because, at the age of 74, the work has grown too heavy for his strength.

He has addressed to the incumbents of his diocese a letter announcing his decision.

"After a longer episcopate than has fallen to the lot of most," he writes, "I am convinced that the diocese needs a fresh start under a new leader."

The resignation will take effect in October.

Before going to Wakefield, Dr. Eden was for seven years Suffragan Bishop of Dover, and his total of 38 years as a Bishop makes him the dozen of the Bench of Bishops.

The retiring Archbishop of Canterbury became a Bishop (of Rochester) in 1891.

Dr. Eden's administration of his diocese has been marked in a peculiar degree by the personal touch which he has always maintained with every one of his clergy, by whom he is regarded with deep affection.

The greatest mistake many of my opponents have made about me is in thinking that because I come from the country I must be simple. — Mr. Baldwin.

The King and Queen of Spain went for a trip in a submerged submarine at Santander recently.

SIXTY YEARS.

A LIFETIME OF BILLIARDS.

[By W. J. Peall.]

John Roberts was a great believer in the saying—"As match well made is half won." But, besides the match, he always wanted to win something which would add to his playing reputation. I do not blame him for this. We all do, I suppose, more or less, but Roberts was a past-master in the art of conceding points to his opponents, thus demonstrating his unmistakable superiority in the event of his winning, despite the handicap.

That was what may be called the publicity idea, and Roberts did very well out of it. Other professionals have not been so clever when handling the same manoeuvre, and the result has done professional billiards a good deal of harm. It stands to reason that the public begins to sniff at the genuine nature of a match, when one man wants to give the other more start than is accepted after a newspaper wrangle.

So far as I know, this offering of starts is peculiar to billiards. You do not see golfers, tennis players, boxers, or pedestrians shouting about what they can give to each other; and I must say that in my opinion this advertisement of "superiority" has been very badly overdone in billiards since Roberts exploited it, as he alone could.

True to his reputation in this respect, Roberts, in 1884, insisted on giving me 1800 start in 6000 up, spot-barred. The match extended over two days, and at the final session saw Roberts well away with an actual lead of 200, he looked certain to win despite the handicap. But I stuck to him, and without making any big breaks, kept plodding along consistently, and won a most exciting finish by "41 runs," as a reporter of the period expressed it.

Billiards MENTALITY.

By all the rules of the game I ought to have curled up and been beaten when Roberts caught and passed me, the more so as the conditions of play prevented me from exploiting by best shot. I do not claim that the win for me which actually resulted was much of a personal triumph. I am entitled to look back on it as a creditable win, but nothing more than that. My reason for dwelling on it is because it enables me to advance a theory of mine regarding the mentality of billiards playing.

This is, that you are always likely to play your best when you might well be excused for playing your worst. An example of this was when I was much worried as to whether my people were injured or not at the Aquarium, during that "Japanese incident." When I was playing under the same roof and made a break of 429 while I was wondering whether my wife had been hurt by a falling gymnast. Why did I play so well when my thoughts were on anything except what I was doing?

To my mind, the explanation is that failure at billiards is due to worrying about what you are doing with your cue. When you are playing an easy stroke in the ordinary way you only thought in the normal mental process of such attention as is necessary to score. Consequently, you do score. But when you are over-anxious, say in a tight finish when a few points either way means all the difference between winning and losing, a man feels that everything depends on the scoring of perhaps just an ordinary half-ball loser into the middle pocket. And when a man feels that, he is always extremely likely to miss a shot he would not miss once in a hundred times in the ordinary way.

PLAYING TO MISS!

Why is this? My solution is that the cueman, so worried and over-strung for the moment, has his mind dominated by the thought of missing his stroke while he is taking aim and shaping at the shot. Thus, he is unconsciously playing to miss the stroke, and does it to the amazement of everybody, including himself. Without probing matters beyond my province, it seems to me that the whole thing is related to the fact that an average man would probably fall if he had to walk a narrow plank across a chasm fearing he will fall, he does fall!

But when you pass this period of over-anxiety on the stroke, even if you are driven past it by distraction from outside, it seems to me that the flow of your billiards drops into its ordinary channel and your score accordingly. In match play, when you feel you have everything to gain and nothing to lose, when the position is so desperate that you know it can not be any worse short of absolute defeat, a similar feeling comes over you and you are "ways likely to surpass yourself." Your "big time" has passed. You have got your "second wind" in nerve and inner feelings, and away you go

in a style always dangerous to an opponent who may have the game "well won" to every appearance.

That is what I think happened to me when I beat Roberts away back in the eighties. It has happened again when I have been in more than one tight corner, and I hope that my way of reckoning it up and accounting for it may be of interest, perhaps of value, to those whose billiards lies ahead of them.

VICTORY OVER ROBERTS.

My next match with Roberts saw him attempting to give me 2,000 in 10,000, all-in at the Aquarium. This was described as a "long game" in the papers. The match was arranged to begin on the Saturday and finish on the next. Roberts began in a style which showed that he was not exactly a stranger to the spot-stroke, as in the opening session he made a break of 609, containing runs of 32, 32, 24 and 55 spot-strokes. This, and other breaks he made at various times, showed that Roberts could exploit the spot when he had a mind that way. He handled the stroke with both dash and originality, making more use than is customary of screw-back effects, and getting every atom of the spectacular out of it, as was second nature to him in all his billiards.

But his handling of the spot-stroke was more brilliant than consistent, and as the match progressed it became evident that he could not hold me at the points. Without doing anything sensational as regards a mammoth break, I kept scoring so steadily that the end of the sixth day's play saw me retaining the whole of my start, Roberts having so far failed to give me a point.

This was not to his liking, and on the Saturday he pulled himself together for a big effort. I began the day in play with a lead of over 2,000 points; I finished ten minutes before midnight with the score—Peall, 9,843; Roberts in play, 9,532. This was due to a dashing series of three-figure breaks Roberts put together during the Saturday evening's play. Without approaching the sensational in a single contribution, he exploited the spot-stroke in his own way well enough to hold me until we had to stop just before midnight.

AN UNACCEPTED CHALLENGE.

This meant that another session had to be played on the following Monday, when I won by 589 points, and added the £100 prize to my banking account. After this win, I felt that I might assert what I knew to be my position in the billiards world. So I came out with my "billiards challenge" to the world bar two. W. J. Peall will play anyone in the world bar John Roberts and W. Mitchell, 5,000 up even, for £100 or £200 a-side, on an ordinary table, with pockets 33 in."

Nothing came of this for the time being, my next match of importance being against Mitchell, at Baker's Grand Billiard Saloon, Manor House, Finsbury Park, where he was set to concede me 1,000 in 10,000 all-in, for £100. Play commenced each evening at 7.45, Saturday, 4 p.m., and there are points in this advertisement of the game which seem to me as worthy of revival as far as possible.—Trams and buses pass the door. Light and ventilation unsurpassed. Admission, 1s. 6d.; reserved seats for the whole entertainment, 10s. 6d. N.B.—Ladies invited."

The idea of a "season" for the match, so to speak has its merits, and I admire that "N.B.—Ladies invited." Which reminds me that we are still waiting for a really good billiards player to emerge from the fair sex, and show us in public play what the ladies can do at the "game beautiful."

This is the more strange to me of late years, when women play golf and all sorts of games with such grace and skill. It was quite in keeping with the "Victor" idea, but should have been long a thing of the past. I cannot understand why at least one lady player cannot show us a fair run of three-figure breaks in public. The game is not so difficult as to dismay any woman who can play a good round of golf, and as regards delicacy of touch it would seem that the ladies have a great natural advantage.

But this is taking me away from my match with Mitchell, and as the result was rather unusual, I suppose I had better be getting on with it.

PRACTICALLY A WALK-OVER.

My match with Mitchell, in which, as I have stated, he endeavoured to give me 1,000 in 10,000, £100 took place in July, 1884, and marked a distinct advance in my career. We both played the spot-stroke, and I made breaks of 512, 520, 501, 665, 628, 4,211, and 1,889, unfinished, besides many others which ran into three figures without reaching at least five hundred.

There were 394 spot-strokes in my break of 4,211. Mitchell made 268 spots in his best break of 812, and I won by no less than

10,000 to 3,856, which evoked the Press comment that Mitchell had "slightly overestimated his powers."

The figures indicate that the comment was not exactly superfluous; but the cold arithmetic gives no sign of the element of surprise. At that time, my spot-breaks, coming round after each other as shown above, were something new in billiards. The stroke had been played for years, many fine breaks had been made by it's help, but I may say without egotism that my win over Mitchell by such a margin opened the eyes of a good many people to the invincibility of spot-stroke play in all-in billiards.

Among others, I think John Roberts was impressed in this direction. He was right. The spot-stroke, as I was then beginning to play it, and as I afterwards played it, was the greatest scoring force ever seen in billiards, as I do not think that sundry transient cannon movements; barred, as soon as exploited, are fairly entitled to enter the comparison.

THE THIRD DEGREE.

A TENSE DRAMA AT STAR THEATRE.

Dolores Costello, who played opposite John Barrymore in "The Sea Beast," comes to the Star Theatre to-day in a new picture, "The Third Degree," which will be screened until Saturday. The story concerns the life of a man who has been made the victim of a villainous plot and is sentenced to death for a murder of which he is innocent.

Dolores Costello, in a series of thrilling incidents, is the means of establishing the innocence of the man she loves. The picture gives an interesting insight into "third degree" methods which form the basis upon which the absorbing story is built. Directed by Michael Curtiz, the man who made "Moors of Israel," the picture presents some arresting new tricks of the camera and screen technique. The large supporting cast includes Jason Robards, Kate Price, Louise Dresser and Rockliffe Fellowes.

SIR DAVID YULE.

STATE'S £8,000,000 WINDFALL IN THE BALANCE.

Before the estate of the late Sir David Yule, the Anglo-Indian merchant prince, is finally wound up several complicated points in connection with death duties will have to be settled.

Sir David, who died on July 4, has been described as the wealthiest British subject who ever lived, for his friends are confident that when the true value of his property is ascertained it will be in the neighbourhood of £20,000,000. The bulk of his estate is in India. An intimate friend said to a "Daily Mail" reporter:

He was domiciled in India and loved the country. It was more or less by chance that he died in this country, for when he came over from Calcutta in 1926 he fully intended to return to India. His health, however, was not of the best and he stayed on here.

On the other hand Lady Yule, who lives near St. Albans, could not bear the climate of India and has not been there for many years. She and Miss Gladys Yule have made England their home.

The Mercantile Bank of India, of Gresham-street, E.C., are Sir David Yule's executors and they are now preparing his affairs for probate. The question is whether probate will be obtained in England or India.

The query has arisen: Will the Chancellor of the Exchequer be able to demand full death duties on the whole of Sir David's estate, which, if finally proved in the neighbourhood of £20,000,000, would mean a windfall of approximately £8,000 for the State?

The idea of a "season" for the match, so to speak has its merits, and I admire that "N.B.—Ladies invited." Which reminds me that we are still waiting for a really good billiards player to emerge from the fair sex, and show us in public play what the ladies can do at the "game beautiful."

Fourteen sheep and 3 cows which died suddenly on the farm of Mr. Maw at Bally, North Lincolnshire, were suffering from arsenic poisoning.

THE CHINESE TRAVEL SERVICE.

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SHADOWS BEFORE.

COMING EVENTS ANNOUNCED IN THE "MAIL."

To-day—Queen's Theatre: "Ching."

To-day—Word Theatre: "The Birth of a Nation."

To-day—Word Theatre: "The Third Degree."

To-day—Theatre Royal: Miss Cecilia Hansen's farewell violin concert. 9.15 p.m.

September 21—Promenade concert at Volunteer parade ground, 9.15 p.m.

October 11—Chamber Concert at Helena May Institute, 5.30 p.m.

Land Sale.

September 24—at P.W.D. Offices, one lot of Crown land at Shamshui-po, 3 p.m.

Lammar's Auction.

September 21—At Sales Room, Silver and electro-plated ware, also a few pieces of cut glasses, 11 a.m.

Meetings.

To-day—Annual meeting of the Hong Kong Boxing Association, Messrs. Jardine Matheson's board room, 5.30 p.m.

September 24—Kowloon Football Club annual meeting, 6 p.m.

September 25—Meeting of Council of the Hong Kong Football Association at Chaplain's Hut, Scandal Point, 5.30 p.m.

Sports.

September 21-22—South China Command aquatic sports at Victoria Recreation Club, 2 p.m.

September 22—Chinese Recreation Club "At Home."

October 6—American tournament, Ladies' Recreation Club Peak-road, at 2.30 p.m. (postponed from Sept. 22).

October 13—H.K.V.D.C. Annual Athletic Sports on Kowloon Cricket Club ground,


Sport Columns

CHINESE LOSE.

FILIPINOS AS BASEBALL CHAMPIONS.

TROPHIES PRESENTED.

After the Hong Kong Baseball Club had given them a respite (by sensationally defeating the Filipinos twice during the week-end), the "Dragons" of South China Athletic Association were deprived of the baseball championship of the Colony in an exciting play-off with the Filipinos, with whom they had tied in percentage.

The "Dragons" have been champions for more seasons than one. The Filipinos, with a sprinkling of

At bat: "Dragons" 31, Filipinos 24. Hits: "Dragons" 2, Filipinos 5. Errors: "Dragons" 2, Filipinos 4. Strike outs: Lee 4, Zafra 2. Bases on balls: Zafra 7.

GREYHOUND CO. FAILURE.

London, Sept. 12. The Bournemouth Greyhound Racing Company has gone into voluntary liquidation owing to the absence of support.

For the first time in 18 years the Hong Kong Interport bowls team returned to the Colony yesterday with the "flag" won at Shanghai. A dinner has been arranged for Saturday week.



Rye, N. Y.—Archie Compston, British pro-golfer, congratulating Walter Hagen, American pro-champion, and British Open Champion, after their return match here. Hagen won 6 to 5 in their 72-hole match. In England, Hagen lost to Compston prior to the Open Tournament.

players from teams which broke up before the season commenced, beat the "Dragons" thrice and lost to them once. The Filipinos' two defeats by the Club made the Filipinos and "Dragons" level—hence yesterday's deciding match at Happy Valley.

Souvenir for H.E.

Lending until the 6th inning, the "Dragons" were beaten by superior batting.

H. E. the Officer Administering the Government (the Hon. Mr. W. T. Southorn, C.M.G.) presented the shield to the Filipinos and the junior championship cup to the Boy Scouts of South China Athletic Association.

Mr. R. C. Tredwell, the U. S. Consul-General on the behalf of the local Baseball Association, presented His Excellency with the first ball of the season (pitched by H. E. at the official opening), mounted on a tripod of miniature baseball bats in silver.

Cheers were called for H. E., Mr. Tredwell and the Hon. Sir Shou-sou Chow who was also an interested spectator. Teams:

"Dragons" Filipinos
S. S. Lee c. Hachiuma
S. L. Lee p. Zafra
T. Chinna T. Leonard
W. Sling 2b Alvaras
Choy ss. Murata
June 3b Bautista
D. Chinna H. D. Leonard
Shim cf. Kusano
H. Sling rf. Rull

Umpires—Chief Petty Officer Murtaugh and Petty Officer Eaton of U.S.S. "Pampanga."

Score by inning:

1 2 3 4 5 6 7 Total
"Dragons" ... 1 0 2 0 0 0 0 3
Filipinos ... 1 0 0 0 0 3 4

HOME SOCCER.

London, Yesterday. Darlington beat Ashington by four clear goals in a Third Division (N) match at Darlington.—Reuter.

RUGBY FOOTBALL.

London, Sept. 3. Following are results of matches played under Rugby Union rules to-day:

Cardiff 11, Bridgend 11.
Leicester 17, Bath 11.
Pontypridd 6, Cardiff 12.
Rugby Northern Union.
Baty 6, Bradford 5.
Bramley 5, Dawsbury 5.
Castleford 21, Keighley 9.
Halifax 12, Hunslet 9.
Hull Kingston 12, Wigan 4.
Leeds 11, Hull 7.
Leigh 9, Broughton 0.
Rochdale 5, Winton 18.
St. Helens 12, Widnes 12.
Salford 9, St. Helens' Recs. 2.
Wakefield 8, Featherstones 4.
Warrington 29, Barrow 11.
Wigan Highfield 17, Oldham 8.
York 2, Huddersfield 10.

ALL BLACKS v. S. AFRICA.

Newlands, Sept. 1. In the fourth and final Rugby test match the All Blacks beat South Africa by 13 points to 5. Each having won two test matches the rubber has resulted in a tie.

A meeting of the Council of the Hong Kong Football Association is to be held at the Chaplain's Hut, Scandal Point, on Tuesday evening at 5.30 p.m.

FOR SALE.

Sutton & Sons' Collections of Flower & Vegetable Seeds.

Specially Arranged for China.

Each collection contains sufficient seeds for one season's requirements, according to the size of the garden.

Collection of Flower Seeds only ... at 35. 57. 812.

Collection of Vegetable Seeds only ... at 35. 57. 812.

Collection of Flower and Vegetable Seeds including both ... at 35. 57. 812.

GRACA & CO.

Dealers in Garden Seeds, Philatelic Goods, Pictorial Post Cards, Toys, etc.

No. 10, Wyndham Street, P.O. Box 622, Hong Kong.

£1,000 FORFEITED.

MAJOR'S BAIL FOR MISSING MAN.

SUMMONS NEGLECTED.

An order has been issued by the Bow-street magistrate's estreating the bail of £1,000 offered by Major Addison Y. Thompson, of Beaumont-street, Kensington, for the appearance on remand of Edouard Louis, aged 56, a commission agent.

Louis was arrested on a charge of obtaining £21,000 by false pretences from Sir Walter Cockerline, the Hull shipowner, on the Riviera several years ago. When the case came up on remand at Bow-street Louis did not appear, and a summons was issued against Major Thompson who went surety for Louis's appearance, to show cause why his bail should not be forfeited.

Major Thompson did not answer the summons when it was down for hearing and Mr. Graham Campbell, the magistrate, ordered a fresh summons to be issued.

A NEW VISION.

A BISHOP AND METHODIST UNION.

The Bishop of Liverpool (Dr. A. A. David), speaking recently at a luncheon in connection with the Wesleyan, Methodist Conference, at Liverpool, welcomed the step taken by conference the previous day towards Methodist union.

He said the decision would open the eyes of the world to a new vision.

A warning note against the spread of secularism was struck by the Rev. Dr. J. H. Ritson. "Our enemies," he said, "are not the non-Christian religions, but the gross materialists mixed up with our Christianity."

What is war but blank materialism? What is causing all the trouble in our industrial and economic life but a materialistic and secular view of human life? Missionaries are handicapped because they are defended by Governments when in danger. We send out battleships, and while I will not say we do wrong, every missionary at the recent conference of Christian Churches at Jerusalem registered the wish that no government should raise a secular army to protect their lives."

"The educational world is going ahead by leaps and bounds, but in almost every Christian nation Christianity is banished from it. To-day we have got a new Orientation in our outlook. There is only one line we can draw, that between Christian and no-Christian. Let us get rid of the superiority complex. There is far too much of it in Methodism. Let us remember we are not all we ought to be."

Dr. Parkes Cadman, President of the Federal Council of the Churches of Christ in America, who, through the wireless, preaches to a congregation of seventeen millions in America every Sunday, addressed the conference. He said that in America there was deep veneration of England.

HOMING INSTINCT.

A DOG GOES 50 MILES TO ITS OLD HOME.

A remarkable homing instinct has been shown by a spaniel recently given to Mrs. Moules, of Pickwick-road, Corsham, Wiltshire, by a friend living at Cirencester, Gloucestershire, nearly 50 miles away.

The dog was conveyed to its new mistress by motor-car, and for several days was content to follow her about without a lead.

Early one morning, however, it disappeared, and two days later turned up at its former home.

There are millions of people in Britain to-day who are deaf to some extent, yet do not know it.—Mr. Geoffrey Shaw.

I have no special love of ornamental garments myself.—The Earl of Balfour.

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A remarkable homing instinct has been shown by a spaniel recently given to Mrs. Moules, of Pickwick-road, Corsham, Wiltshire, by a friend living at Cirencester, Gloucestershire, nearly 50 miles away.

The dog was conveyed to its new mistress by motor-car, and for several days was content to follow her about without a lead.

Early one morning, however, it disappeared, and two days later turned up at its former home.

There are millions of people in Britain to-day who are deaf to some extent, yet do not know it.—Mr. Geoffrey Shaw.

I have no special love of ornamental garments myself.—The Earl of Balfour.

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MAJOR'S BAIL FOR MISSING MAN.

SUMMONS NEGLECTED.

An order has been issued by the Bow-street magistrate's estreating the bail of £1,000 offered by Major Addison Y. Thompson, of Beaumont-street, Kensington, for the appearance on remand of Edouard Louis, aged 56, a commission agent.

Louis was arrested on a charge of obtaining £21,000 by false pretences from Sir Walter Cockerline, the Hull shipowner, on the Riviera several years ago. When the case came up on remand at Bow-street Louis did not appear, and a summons was issued against Major Thompson who went surety for Louis's appearance, to show cause why his bail should not be forfeited.

Major Thompson did not answer the summons when it was down for hearing and Mr. Graham Campbell, the magistrate, ordered a fresh summons to be issued.

A NEW VISION.

A BISHOP AND METHODIST UNION.

The Bishop of Liverpool (Dr. A. A. David), speaking recently at a luncheon in connection with the Wesleyan, Methodist Conference, at Liverpool, welcomed the step taken by conference the previous day towards Methodist union.

He said the decision would open the eyes of the world to a new vision.

A warning note against the spread of secularism was struck by the Rev. Dr. J. H. Ritson. "Our enemies," he said, "are not the non-Christian religions, but the gross materialists mixed up with our Christianity."

What is war but blank materialism? What is causing all the trouble in our industrial and economic life but a materialistic and secular view of human life? Missionaries are handicapped because they are defended by Governments when in danger. We send out battleships, and while I will not say we do wrong, every missionary at the recent conference of Christian Churches at Jerusalem registered the wish that no government should raise a secular army to protect their lives."

"The educational world is going ahead by leaps and bounds, but in almost every Christian nation Christianity is banished from it. To-day we have got a new Orientation in our outlook. There is only one line we can draw, that between Christian and no-Christian. Let us get rid of the superiority complex. There is far too much of it in Methodism. Let us remember we are not all we ought to be."

Dr. Parkes Cadman, President of the Federal Council of the Churches of Christ in America, who, through the wireless, preaches to a congregation of seventeen millions in America every Sunday, addressed the conference. He said that in America there was deep veneration of England.

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WORLD NEWS IN PICTURES.

Diva Shows Her New Bob.



Mme. Amelia Galli-Curci, who is shown here with her husband, Homer Samuels, on the beach at Atlantic City, showing her "bobbed" hair. But she has saved the "cuttings" for use in such roles where bobbed hair wouldn't be appropriate.

Queen Will Enter Movies.



Her Majesty, Queen Marie of Romania, who, in cablegram to Hollywood film producers, consented to appear in prologue to film which she has written herself. She will not, however, appear in the general story. Above: Her Majesty in one of her latest portraits.

Flier's Widow Provided For.



Mrs. Walter Hinchliffe, wife of the British aviator, who lost his life with the Hon. Elsie Mackay, daughter of Lord Rosebery, in an attempt to fly from England to America, has received a trust fund of \$10,000 from the wealthy peer. She is shown here with her two children.

Cistercians Observe Centenary.



To celebrate the eight hundredth anniversary of the landing of Cistercian monks in England, Cardinal Bourne (leading procession) said mass in the ruins of historic Waverly Abbey at Faversham. The English branch of the order was founded in 1128 when twelve Cistercian monks, led by their abbot, established the monastery.

Loyalty of the African Native.



Upper left is Mrs. Mary Jobe Akeley, widow of the great Carl Akeley, African explorer, herself a noted mountain climber and explorer and, right, Mrs. Akeley talking with some of native lion spearmen. Lower left is a group

Net Closing In On Kidnapper.



New York detectives believed that the slave ex-convict who kidnapped ten-year-old George Sutton (inset) from his home in Bronx, N.Y., would be caught soon. Above, the home which the child left to attend a party in the Bronx.

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HEAVY DEMAND.

QUESTION OF CHRYSLER
OUTPUT.

WONDERFUL RECEPTION.

As the result of the greatest reception the public has ever accorded its products, Chrysler is faced with the necessity of endeavouring substantially to increase its greatest previous output in its effort to keep pace with the demand for cars, J. E. Fields, vice-president in charge of sales, said in Detroit recently. In every part of the country, public buying of the new Chrysler "75," "65" and the Chrysler-Plymouth is far surpassing that ever accorded any previous Chrysler creation, Mr. Fields said. During the new cars' introduction, crowds in many cities were so large that police assistance was necessary to handle them. Every foot of parking space for blocks around the displays was filled hour after hour. "From reports received from nearly a thousand cities and towns, covering every state in the union, I say without hesitation that Chrysler has never enjoyed anything approaching this reception," he continued. "It surpasses even the tremendous acclaim which greeted the first Chrysler back in 1924.

"It is impossible to ascertain how many orders for cars actually were placed. We know that cars bought will exceed our total capacity. We are making and will continue to make every possible effort to meet this buying as rapidly as is consistent with the maintenance of the standard of quality that we insist must be built into every car. Trainload shipments are already going forward, with every effort being exerted by the railroads, boats and by driveways to get these new cars to their owners in the shortest possible time.

PLYMOUTH A SENSATION.

"Our judgment that the Plymouth is bound to revolutionise the American people's ideas as to how fine a car of low-price can be built is finding rapid confirmation everywhere. It is literally a sensation—the like of which I have never witnessed in all my experience in the automobile industry. Its large size, comfort, luxuriousness, splendid appearance and truly remarkable performance have registered instantaneously the finest reception I have ever seen accorded a quality-built automobile.

"But the Plymouth's tremendous reception was no greater than that bestowed on the "75" and "65." Every state in the union rolled up a record number of orders for these cars also. Chrysler owners who came to see them bought by the thousands without even asking a demonstration. Such confidence is one of the greatest tributes this company has ever received, or that can possibly be accorded anything." From the greatest metropolitan centres to the villages and hamlets crowds thronged the exhibits everywhere, the reports disclose. New York turned out 109,000 strong in five days to see the cars and placed more than 1,500 orders—\$2,000,000 worth of cars—during that time, with thousands of additional ones awaiting appraisals of owners' cars. Chicago added 443 orders during its four-day announcement and drew 32,000 persons to the Coliseum alone.

\$750,000 IN FOUR DAYS.

Detroit, the automobile industry's home, and the city which probably houses more motor car knowledge than any other in the world, attracted 42,000 in four days to the central display in Convention Hall. Orders with deposits were signed for 652 cars during that period—a business volume of \$750,000. John H. Thompson, distributor for the Detroit area, reported to Mr. Fields that "it was the most enthusiastic reception ever accorded Chrysler in its home city. It surpassed in attendance, interest, orders actually placed and general public enthusiasm anything I have ever seen in my connection with this industry—Detroit is Chrysler-wild."

Philadelphia reported that 51,809 attended its four-day showing, with 369 orders for cars. So great was the throng on July 10 that it was necessary to request extra police. Every street parking ground and other available space in an area of four blocks surrounding the exhibit

RELIABILITY RACE.

A TRIUMPH FOR THE SMALL CARS.

MERITS COMPARED.

A race, in which motor cars from all the leading motor manufacturing countries participated, and which affords a very able comparison of the merits of the various makes of cars, was run some few weeks ago, over a course of 1,242 miles through Roumania.

Under the auspices of the Roumanian Royal Automobile Club the Seventh International Competition for Touring Cars proved to be a complete victory of the "light" car over her bigger sister.

Commencing from Bucharest through Cernauti, Mara and thus back to the starting point, the race was a thorough test for the reliability of standard touring cars. Seventeen cars took part in the run, representing the principal European and American manufacturers.

It will be of interest to note that America had the largest entrants, among which appeared the well known names of Buick, Willys Knight, Ford, Auburn, and Steyr. Italy was represented by Fiat, who had three cars entered. Britain, with only two entrants, was represented by the Morris and Austro Daimler.

The contest proved to be a triumph for the Fiat who obtained first and second places. Third position was annexed by a British car, the Morris, which was the only car of its make to enter.

The winning Fiat was the model 509, while the Morris was such as is on the market at present.

At the conclusion of the contest, the winners were presented with suitable prizes, H.R.H. the Princess Elena personally congratulated Major Undereanu, who was first man home.

Lasting some few hours, the race was very strenuous, and many of the contestants who completed the course were thoroughly exhausted. The winners, however, although rather tired, said that their cars ran very well over all conditions of roads, and were easily controlled. In fact, the "small" cars proved to be more reliable than the larger-rated cars.

was taken. Staid Bostonians came to the display there in such numbers that the C. E. Fay Co. gave up endeavouring to count them. "Our new building was jammed to the doors all three days with the largest crowd we have ever had," wired Mr. Fay.

"In all my experience I have never seen the public so enthusiastic over any motor car."

Baltimore reported attendance of more than 3,000 the first day and orders for 339 cars in four days. Herbert Hartman, president of the Fidelity Motors Co., wired that the showing attracted "the largest number of people and the largest sale of cars ever made in the Chrysler price range. Public interest is increasing daily, and the demand for the new cars is simply staggering. Dealers in our territory have sold 287 cars." Washington had more than 8,000 at its opening, adding that "the reception given the new models by attention and favourable comment has never been rivalled in this city." Cleveland's attendance in one day was 10,000, and sales 125. Portland, Ore., showed to 16,000 and sold nearly \$100,000 worth in one day. Pittsburgh reported 215 sales the first three days and San Francisco 210.

A SENSATION.

St. Louis wired that with the introduction of the new car—Chrysler has created a sensation that exceeds anything experienced here in the history of the automobile industry." Indianapolis reported attendance to the showrooms of Carl H. Wallerich, Inc., of 6,362 in two days and the "largest orders taken in single day since Chrysler came to Indianapolis." Within four days "more than 10,000 people visited our salesroom," wired the Cullen-Thompson Motor Co., of Denver. "It was the biggest automotive event ever held in Denver."

"Similar reports came from nearly a thousand other cities, towns and villages throughout the country," said Mr. Fields. "In practically every instance the keynote expressed was that nothing equalling the enthusiasm and desire to buy one of these new cars had ever been experienced in that town."

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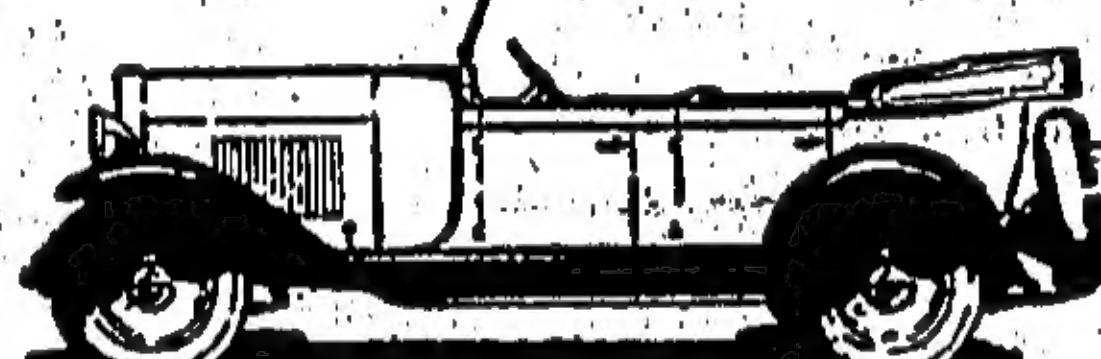
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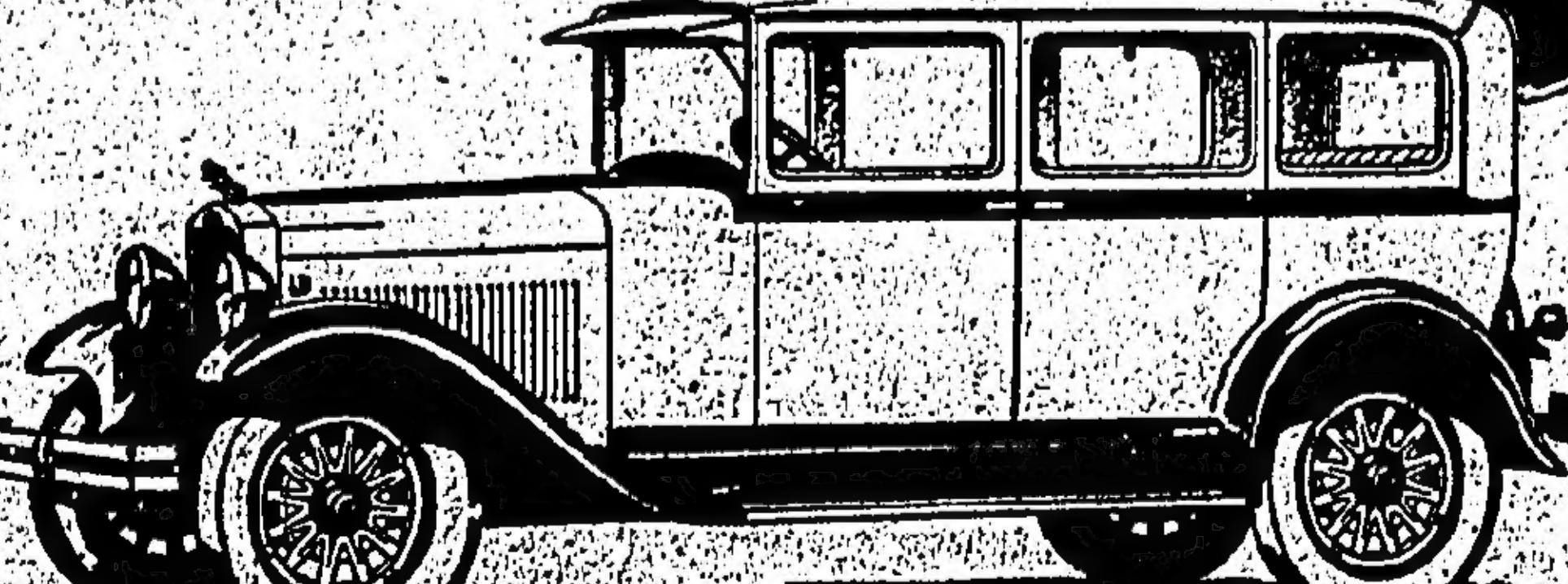
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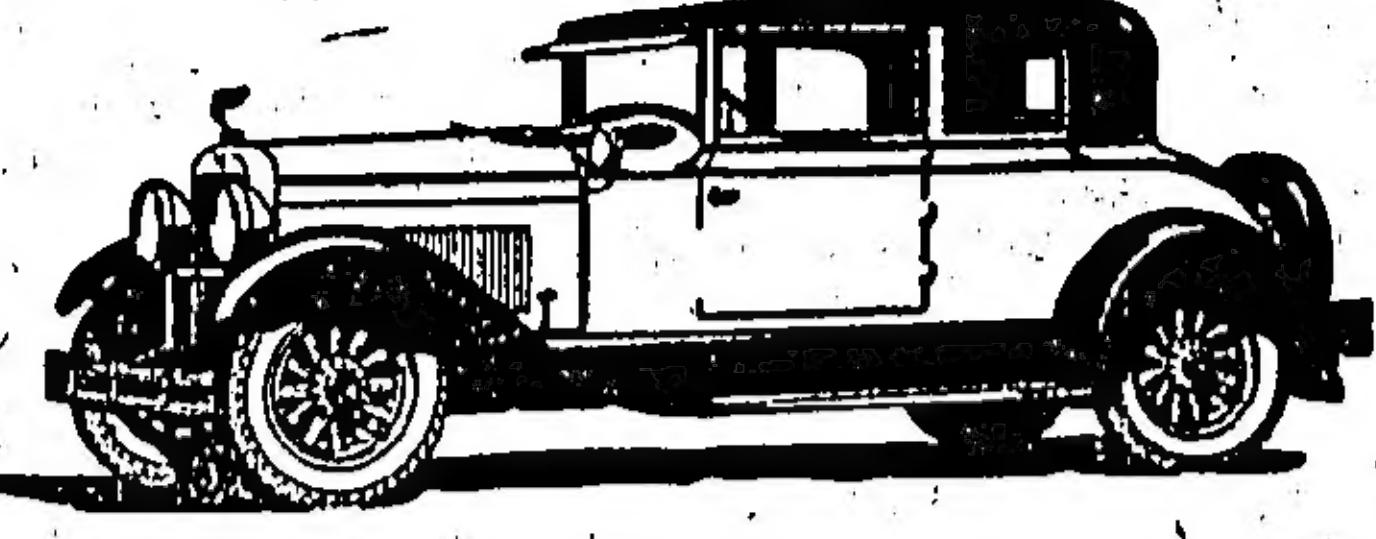
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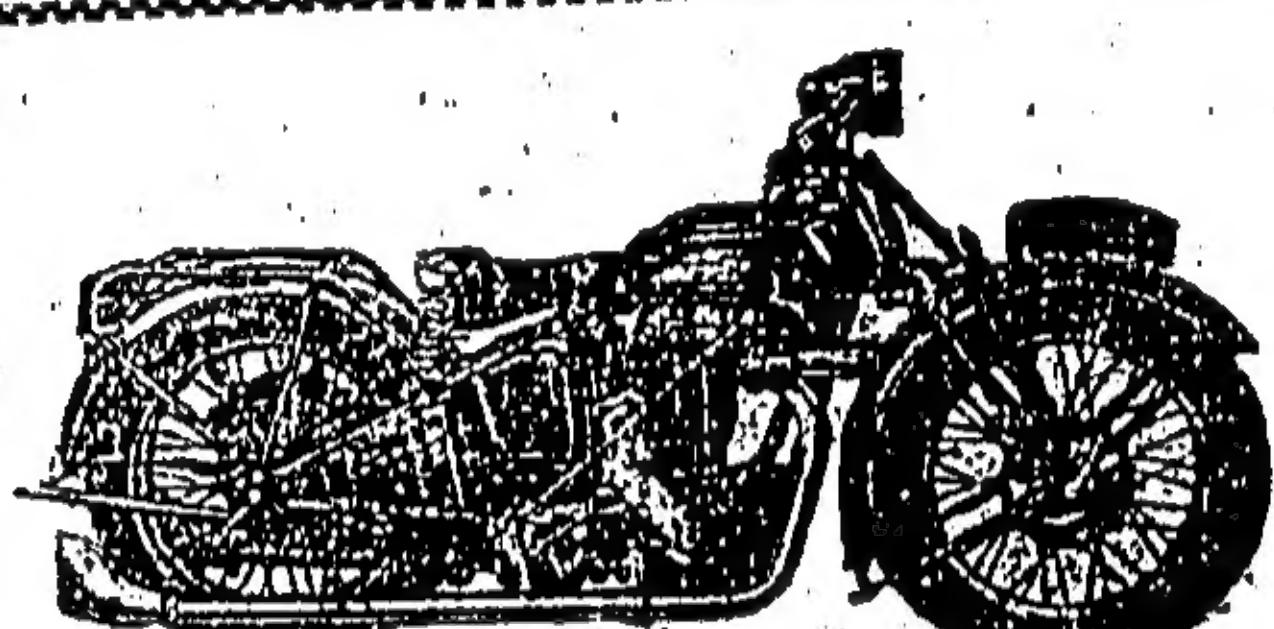
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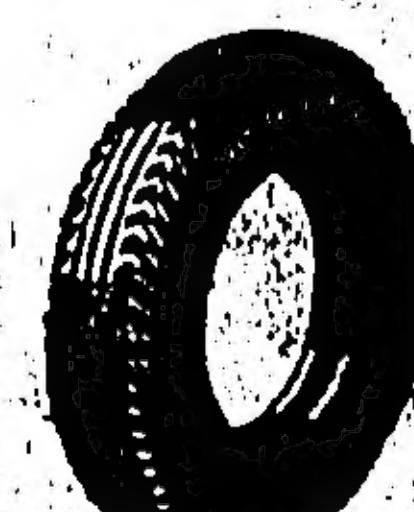
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SUPERCHARGER
FOR AUTOMOBILE AND AEROPLANE.
INTERCOOLER DEVELOPMENT.

A supercharger for automobile and aeroplane use is a blower device which increases engine power through forced induction of fuel. This idea originated in Germany over five years ago. It was employed on an old Mercedes which was archaic in body design yet carried a power plant which was years ahead of the market. Like many German motor vehicles, the weight killed its usefulness for quantity production. But the idea of fuel expansion has been developed until to-day it has gone through the experimental stage and is ready to be adapted for road work in Britain.

The one great drawback in the supercharger was the necessity of over-expansion of fuel going into the engine with the necessary loss of considerable power. This meant that small power plants could not use the supercharger because there was no way to control the fuel intake. Cylinders could not stand the pressure without snapping at some vital point.

For passenger cars the supercharger has been impractical up to the present time. With the intercoolers now ready to overcome this engineering difficulty, small horsepower engineers will rapidly come into the automobile picture.

There are various types of intercoolers which are in the laboratory stage of development, mostly in use on racing cars and aeroplanes where high speed compression tests the cylinders to the utmost. After functioning to the limit at close to 125 miles per hour, the problem of adjusting intercoolers to an automobile engine operating at normal speed becomes less complex. With the practicability of this device assured by the hardest kind of tests on the track, there is no doubt that the supercharger will be seen on 10-15 horse-power, 4 to 6 cylinder very latest cars.

SERIES OF ALUMINUM TUBES.

One type of intercooler developed more than a year ago consisted of a series of aluminum tubes aligned so as to connect the supercharger with the engine without crowding the mechanism in any way. On this job the carburettor was mounted under the cowl on the back of the supercharger or blower device. The fuel mixture from the supercharger entered the large finned intake manifold or intercooler, expanded slightly from the force of the charge, then contracting with the cooling surface reduced the temperature just enough to get the greatest possible amount of power from the forced induction. Without the intercooler the heat blow striking the cylinder at full force strained the cylinder to a point beyond capacity and at the same time lost fuel through too wide expansion.

Another intercooler device developed recently consisted of 72 copper tubes, each about nine inches long and one-half inch in diameter. These tubes are assembled about as are the tubes in a Ford radiator except there are no fins. These 72 tubes are divided into two groups, one group for each block of four cylinders. The mixture for the engine is delivered by the supercharger to a bottom passageway to which the tubes are attached. Up through these copper tubes the mixture passes on its way to the cylinder. As this intercooler is directly in line with the cooling air that passes through the radiator, the action is very effective.

FOUR DOWN-DRAFT PASSAGES

One engineer has devised an intercooler which consists of four down-draft passages, each horizontally pinned and placed in line on the left side of the engine. The supercharger draws the air in through the carburettor and forces the charge up through the centre passage of the intercooler to the header. From here it is distributed to each of the four passages for cooling before entering the engine.

Yet another intercooling device causes the incoming charge of fuel, not from the supercharger, to turn a couple of right angles, strike the cooling surfaces, and hence cool down and contract a bit so that more fuel can be forced in for each explosion.

One water-cooled intercooler has been found practical. It has a separate radiator which surrounds the regular engine radiator. The metal is chromium-plated. At the bottom of the intercooler is a copper tank and on the sides of the regular radiator are copper tubes which cool the water from the intercooler. This intercooler looks like a regular intake manifold having double walls with the water circulating between them.

CIRCULATION OBTAINED.

Circulation is obtained by the use of a centrifugal water pump mounted on the end of the left

FOR OVERSEAS.
SIX-WHEELED STEAM WAGGONS.
A SPECIAL MODEL.

Those interested in heavy road transport in general throughout the British Empire will no doubt welcome the new six-wheeled steam wagons, especially designed for service overseas, which is now being put on the market by the "Sentinel" Waggon Works, Ltd., of London and Shrewsbury. The new vehicle is known as the "Sentinel Overseas Six" and is based on the standard Sentinel six-wheel rigid frame steamer, which was exhibited for the first time at Commercial Vehicle Exhibition held in London last November.

The instantaneous success achieved by the latter wagon, which is built to carry 12 to 16 ton loads on British roads, and the large number of orders received, has led the "Sentinel" Company to produce a similar model for overseas use, where the conditions are more arduous and roads less perfect.

The "Sentinel Overseas Six" has been designed for 8 to 10 tons loads, which are considered ample in the circumstances and the only important modification that has been embodied in the design of the "S.O.S." as it has been nicknamed, is the position of the boiler, which is now placed behind the front axle. The result of this change is that the weight imposed on the front wheels is very considerably reduced, and in consequence the vehicle rides more easily over bad roads and is less liable to sink in when passing over soft patches.

The rigid framed six-wheeler is now coming into such general use for heavy transport purposes, and its "raison d'être" is so well known, that there is no need to enter into explanations here. As the makers put it, "six wheels are better than four," and users who have tried both entirely agree.

Another advantage which the six-wheeler holds over the four lies in the fact that in the stringent legislation which is being enacted in many parts of the world in connection with the limitation of axle loads, necessary to meet the existing road conditions, concessions in favour of the six-wheeler are generally allowed, as it is obvious that this type of vehicle does less damage to the roads than its four-wheeled counterpart.

cam-shaft housing. It is directly coupled to the cam-shaft. Water is drawn from the bottom of the intercooler and taken from the top, from whence it flows to the top of the intercooler radiator. In other words, the flow is exactly as in the cooling system of the engine.

Like the four-wheel brake, balloon tyres, oil rectifiers, sleeve valve engines, and small, compactly built motor vehicles, styled to catch the feminine eye, the super-device to control the intake of fuel is bound to make its appearance on some of the new models for the coming year. European practice of economy on account of the excessive motor vehicle taxes, makes the new horsepower job a necessity. Seven and ten horsepower engines on the continent and in England are a common sight on the highways.

Motorists are realizing that 40 and 50 horsepower jobs carry too much power for ordinary use. Highways of the modern type have less and less road pull every year and consequently there is less and less need for high-powered engines.

There is no doubt but that the six cylinder engine is sturdier than one with four cylinders but for everyday use the latter size is quite enough for anyone. The supercharger was originally designed for a big, heavy 12 cylinder engine, which operated normally at 40 to 60 horsepower. Having a supercharger which was driven at about five times the engine speed showed engineers that the horsepower almost automatically raised from 80 to 120 horsepower. No ordinary engine could stand the strain.

10-20 HORSEPOWER ENGINE.

The problem, therefore, was to design a supercharger which could operate efficiently in a 10-20 horsepower engine. Automotive engineers working along these lines found that by forcing the fuel directly from the carburettor to the engine meant not only too much strain on the cylinders in trying to scavenge completely, but also in vapourizing the fuel much of it was lost on account of over-expansion.

The intercooler takes care of this problem, most satisfactorily. By cooling the mixture to the proper point every chance is given to the engine to absorb fuel without loss. Instead of forcing the mixture too fast it controls the run so that complete energization takes place without firing the engine. "Christian Science Monitor."

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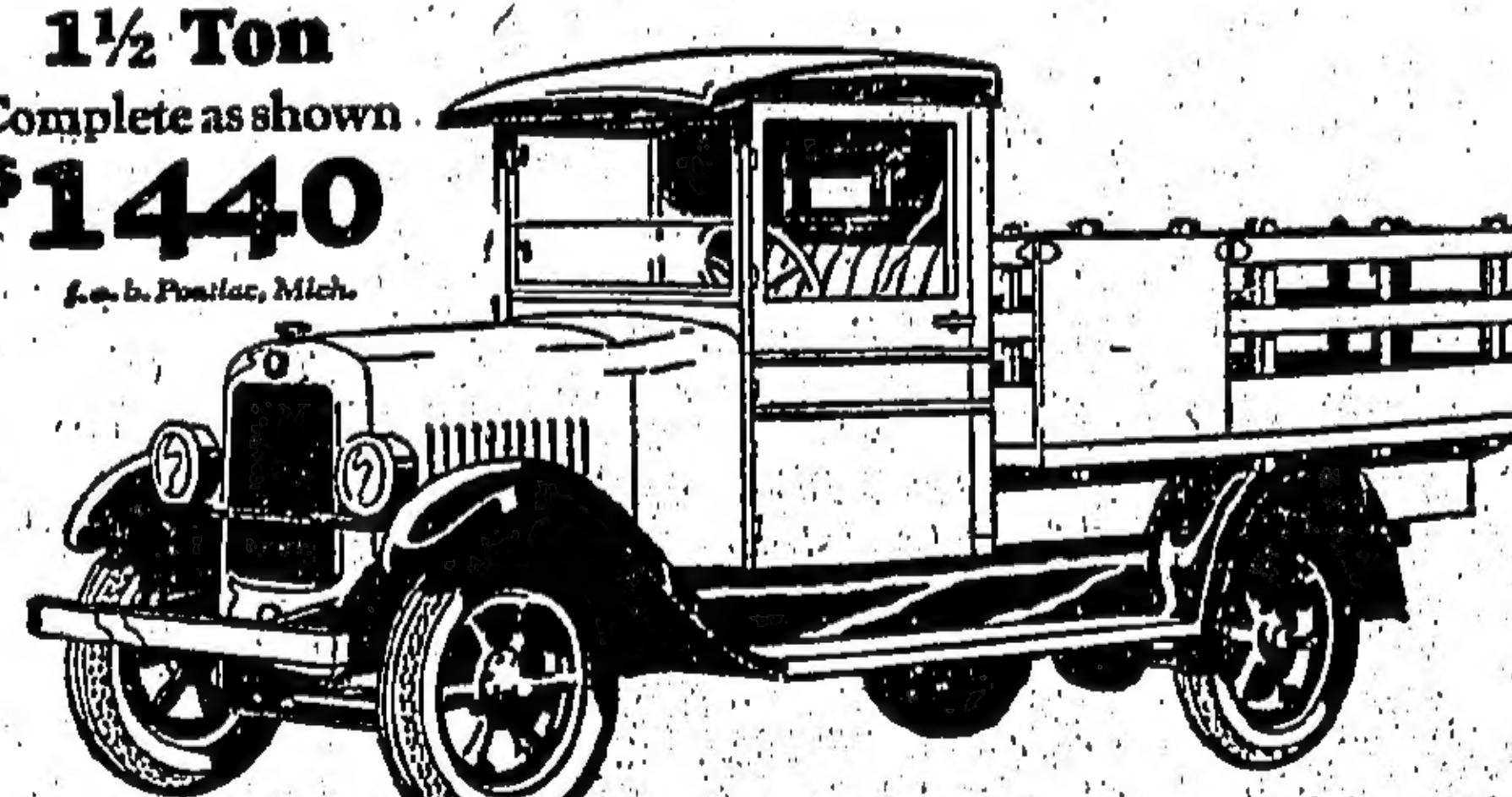
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OVERSEAS TRADE.

HOW AMERICA DOMINATES IN SALES.

BRITISH FAULTS.

The remarks of some of the British motor manufacturers printed during the last Imperial Conference, in December, 1926, make poor reading eighteen months afterwards.

The Prime Ministers of New Zealand and Australia pointed out to the manufacturers that they were losing overseas trade which ought to be theirs and suggested that manufacturers should visit the Dominions and see what was wrong. Two of the most prominent concerns in the industry wrote to the Press concerning overseas markets defending British cars as suitable for overseas, and the Press was optimistic. The result, however, has been disappointing, and British sales have been falling instead of increasing.

One British firm wrote: "Why, then, it will be asked, are British cars going to the Dominions in such small quantities? For the simple reason that the traders there will not give firm orders for reasonable quantities... if the overseas buyers would come down to hard facts and treat with us upon a sound business basis."

CREATING MARKETS.

This is sheer nonsense. It is suggested that overseas agents should go to the factories for the business. The Americans have got the trade because they go to the agents, make terms which are acceptable and put down an organisation to sell their cars. The days are past when trade automatically went to Britain; other countries send their representatives abroad and seek orders. More than that; by advertising and by subtle propaganda of every known form they create a demand where none existed and then, by their organisation, they see to it that the new demand is amply met and that it is maintained. The American factories have their branch factories in the Dominions, they have large offices and staffs, they spend enormous sums on advertising, and they place their propaganda in every home

and every office. Their Government co-operates with them in the matter of distribution and their shipping lines assist them. Their branch offices overseas keep them informed of every development in every market, the state of trade, the trend of population, the wealth of the people, the state of the crops, and other vital information bearing on the possibility of future sales. They listen to the car owners; they constantly adapt and improve their wares instead of waiting for an annual show, then being six months late in delivery of new models. In short, they create their markets.

But the British manufacturers sit in his office and waits for the overseas agents to give him "firm orders." The cars England has been sending overseas have not been acceptable for a variety of reasons. The overseas buyer demands a car of standard track and long wheel-base, with big balloon tyres and long, supple, slow-acting springing. The roads make these things necessary. The engine must be of ample power to climb most hills on top gear; the overseas driver has an unending aversion to changing gear too frequently, as is necessitated by the tiny English engine. The Dominions are not cramped; they have huge open spaces and distances between towns are great. The Colonial lives in a big country and thinks big; he must have a big car. Five-seater cars are the minimum. Passengers must not be cramped on long journeys over rough roads, and the upholstery springing and seats must be comfortable. The lines of the car must be pleasing; long, low-sweeping curves giving the impression of speed are desired. Coachwork must be strong enough to stand up to terrific strains without rattling—to strains unknown and impossible to imagine on English roads.

HIGH POWER WANTED.

Power is necessary in countries where the average roads climb hills such as are not found in England, and for this reason six-cylinder engines are more popular than fours. The price of the low-powered English four-cylinder engine, with narrow four-seater body is in many cases greater than that of the high-powered American six-cylinder. (Continued at foot of next Column.)

509 FIAT.

SUCCESS AT TUCUMAN MEETING.

FIVE RACES.

Correspondence just received from the Argentine gives details of the Motor Meeting which took place on Sunday, May 20, at Tucuman in the Argentine Republic, before a vast concourse of people and in splendid weather. This is one of the most important motoring events of the Argentine, and it is estimated that over 20,000 people witnessed the races. From the earliest hours of the morning the stands were literally taken by storm. Large numbers of people came from Buenos Aires and from other towns, so that the difficult problem of finding accommodation for the night was solved by many with gay revelry under the starlit sky.

The meeting comprised five races for the following classes of cars:

4 cylinders, 6 cylinders, Light cars, Cars without limit of piston displacement, Cars driven by ladies.

North American cars were well in evidence, as the Motor Industry of the United States by its persistent and tenacious policy of commercial penetration has succeeded in dominating almost entirely the local markets. Italy was represented by a little Model 509 Fiat driven by Raffaele Bossini.

The Light Car event was run immediately after the open race. The start took place at 12.35 p.m. and the race, which was ten laps of the "9 de Julio" Track (574 miles), presented some very exciting moments. The little Fiat at once showed its magnificent running qualities. Amid the growing enthusiasm of the enormous gathering of spectators, the Italian car "of elegant lines, swift as the wind and with admirable regularity" to quote the words of the Tucuman daily "El Norte Argentino," thoroughly beat all its competitors, arriving first at the winning post a good four minutes ahead of the second arrival, an Overland-Whippet.

A thunder of applause greeted the Fiat's victory, due also to the skilled and masterly driving of Bossini, in whose honour a banquet was afterwards held, all the leading personalities of the town being present.

Commenting on the Meeting "El Norte" wrote the following day that the phenomenon of the contest "was the tiny Fiat which made splendid and most regular race; it was the car that attracted the most attention by its speed and stamina."

Thus did the Italian Motor Industry do itself honour in a competition known and commented upon throughout the whole of South America.

Capt. Malcolm Campbell was amused when shown a message from Copenhagen stating that M. Rytter, the Danish Minister of Justice, had forbidden him to attempt to break the world's motor racing speed record on the sands at Blokhus on the Jutland coast. Capt. Campbell more than three months ago decided after a visit to Denmark that there were no suitable sands there for his purpose. He said: "I am proceeding with my plans for the speed attempt in the Syrian Desert, to which reference has already been made.

saloon car, and when it is remembered that the foreign car starts with a big handicap in higher Customs duty, it seems that something is wrong in British factories. It is argued, and perhaps admitted, that the English car may be more economical on fuel and oil than the American and, with luck, may last a bit longer. But these things are more or less problematical and are not considered, by the buyers. A hundred pounds on the price of an inferior English car, slower in acceleration, smaller in horsepower and seating capacity, and slow on hills, make all the difference to the customer. The average Colonial has a big family. He has been taught to use a big car. He can afford to run a big car, scrap it in two years, and get the latest model so as to be up-to-date with his neighbours, and he buys a big car.

Without exception, the Overseas Dominions want British cars and are prepared to pay a little more for them, within reason. But until the British manufacturer turns out the right class of thing and lays down an efficient sales and service organisation, America will continue to dominate the market.

It is no use for England to wait for the trade; she must send out her best brains and fetch it. The overseas markets which should be hers are more than sufficient to absorb her unemployment, but her leaders of industry have not had the breadth of vision to realise their possibilities abroad; they have been far too singular in the past—and they are only now in the last stages of a stupor in "Daily Telegraph."

NOVEL FEATURE.

CAR WITH FRONT WHEEL DRIVE.

ELIMINATING SKIDDING.

A British motor firm has established a new era in motoring. Recently I had a prolonged trial of a front wheel drive Alvis lent me by Henrys, of Devonshire House and Great Portland-street, W., and I am so impressed with the novel features of this car and with its extraordinary road-holding qualities that I think it deserves special mention as one of the outstanding achievements of the motoring year.

I am aware that other front wheel drive cars have been produced abroad, but these have been only for racing purposes—America, for example, has had front wheel drive races for some years.

The Alvis Company itself experimented for about four years with racing cars until it produced the present standard sports model, which did so well at Le Mans this year.

A "SUCTION" CAR.

The new model front wheel drive Alvis super sports car might well be termed a "suction" car, as, instead of the car being pushed along through the back wheels, it is drawn along with the front. The result is that the car's controllability is astonishing, as it has to follow the front wheels, while, in my opinion, the independent springing of each wheel almost eliminates all the disadvantages of the old type suspension.

The car has to be driven to realise the perfection of this springing, and can be taken across places that would disintegrate the ordinary car. The fact that there is no axle at the back, and only short driving axles at the front, so that each wheel, when it encounters a bump, moves up and down independently of any of the others, makes for this smoothness, while the fact that the usual cumbersome propeller shaft is absent means that the body and chassis can be made far lower at the rear.

DISADVANTAGES.

That there are disadvantages I will not deny, but I think that these can all be overcome.

Firstly, there is a decided waste of space under the bonnet, as, in addition to the engine, the clutch gear box and final bevel drive have to be accommodated there in front of the engine instead of under the floor boards behind it, so that there is not so much room left for the bodywork.

Again, on a loose surface with large stones, or on newly-spread tar, the front wheels, being the driving wheels, pick up stones and dirt and hurl them at the driver, but this is only a matter of making the mudguards more efficient.

The car can be cornered at speeds quite twenty per cent higher than those of any back-wheel drive vehicle that I know. It is possible, of course, to make the back swing round by cornering viciously, but, directly the accelerator is depressed, the whole car has to follow in the direction in which the front wheels are pointing, and ordinary skidding is almost eliminated.

LIGHT STEERING.

The steering is extraordinarily light, and is quite the safest-feeling that I have ever experienced, as there is no possibility of wheel wobble or axle "dither."

As a car, the front-wheel drive Alvis has a maximum speed of about 80 miles an hour with a 1,500 c.c. engine, and a speed of a little over 60 miles an hour on the third ratio of the four-speed gear-box.

It is more than probable that there is a great future for the front wheel drive car, more particularly the Alvis, as Captain Malcolm Campbell and Major Segrave have both been considering the type for future attempts on the world speed record, for which purpose it should be ideal.

Again, I understand that there is a project to build a small, cheap car with a four-cylinder engine across the frame, employing a front-wheel drive, which could probably be sold for under £100.

It is gratifying to find a British firm like Alvis, of Coventry, sufficiently enterprising to spend years in the development of this car at great expense, and to lead the world in what should prove a great step forward in motor car design.

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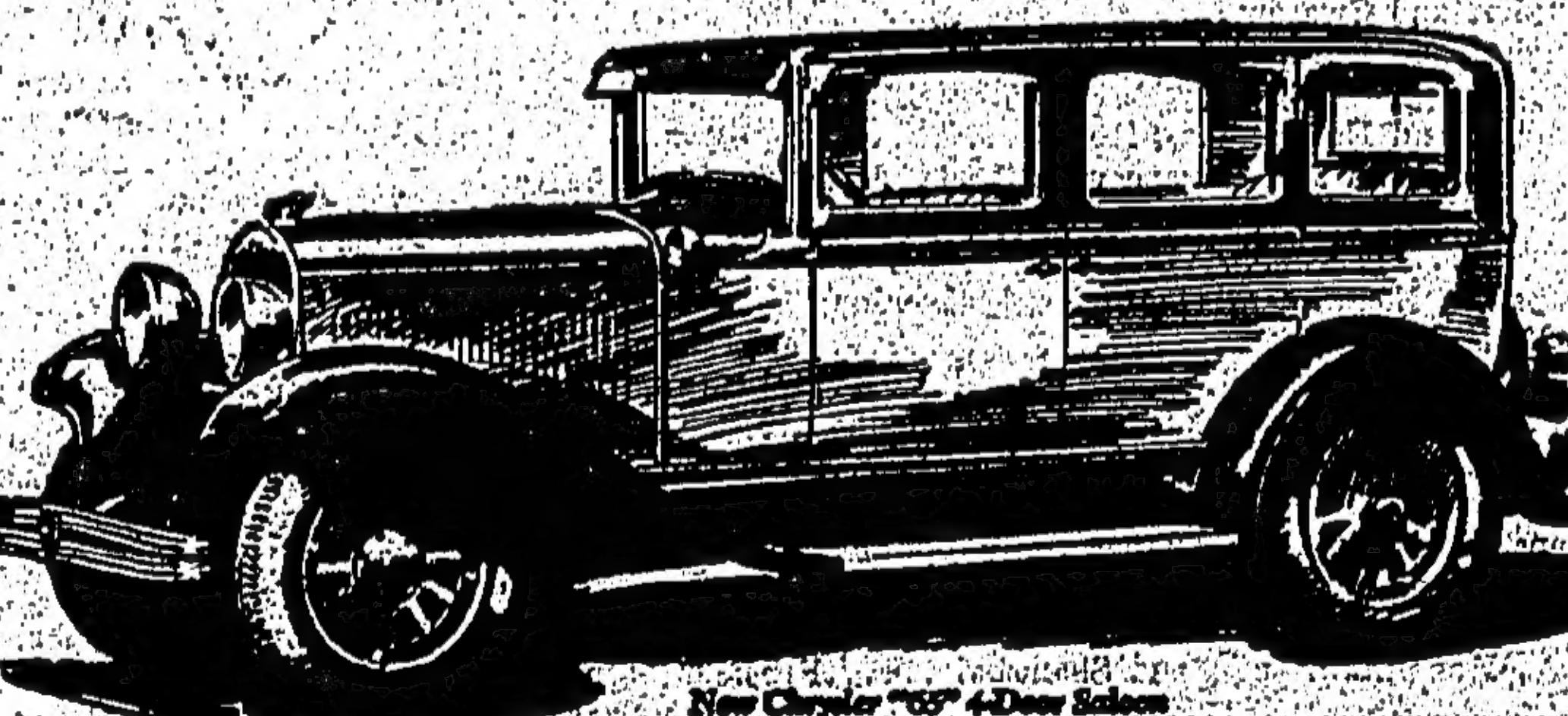
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offerings, beyond anything else the industry provides in performance and style... It is natural therefore, that the public has acclaimed these new Chryslers as surpassing all that has gone before—as ushering into existence an entirely new motoring style that re-styles all motor cars... In view of the unique degree of beauty, power, speed, luxury, comfort, efficiency and value of the new "75" and "65," it is not at all strange that the whole country is today more than ever Chrysler wild.

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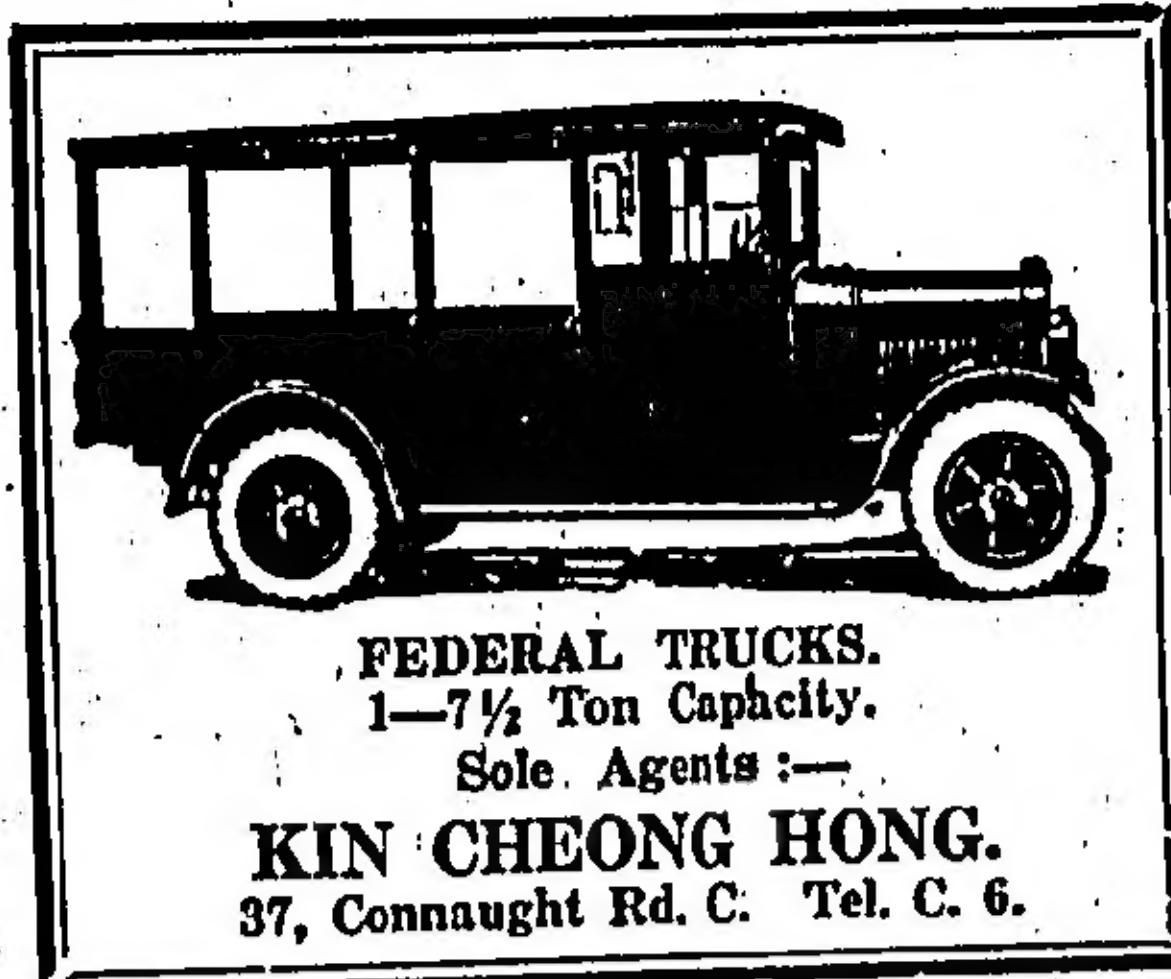
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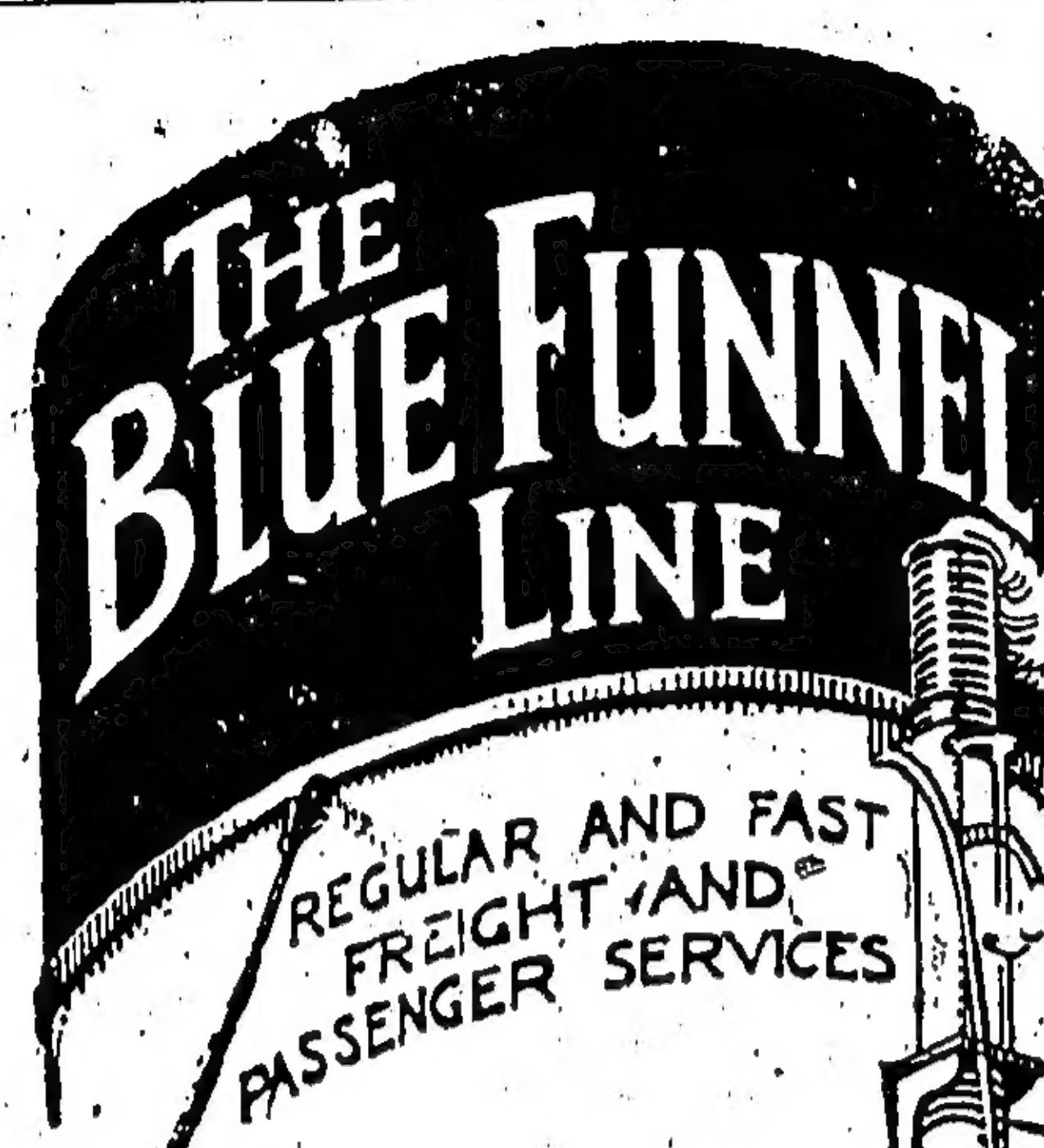
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"CALchas" 16th Oct. Marseilles, London, Rotterdam & Hamburg

LIVERPOOL SERVICE.

"BELLEROPHON" 21st Sept. Genoa, Havre, Liverpool & Glasgow
"EURYLOCHUS" 20th Oct. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

"KORE & YOKOHAMA" 6th Oct. Victoria, Vancouver & Seattle
"PROTEUS" 6th Oct. Victoria, Vancouver & Seattle
"TALITHYBIUS" 27th Oct. Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"PEMUS" 21st Sept. Boston, New York & Baltimore
"AGAPEON" 17th Oct. New York, Boston & Baltimore

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"TELAMON" due 20th Sept. For Shanghai & Hankow
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POST OFFICE NOTE.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so required.

The Hong Kong Postal Guide for 1928 is now on sale at the General Post Office and Kowloon Post Office at the price of 50 cents a copy.

INWARD MAILS.

From	Per	THURSDAY, SEPTEMBER 20.
Australia and Manilla	Aki Maru	
Shanghai and Swatow	Ningpo	
Shanghai and Europe via Siberia	Achilles	
Shanghai and Europe via Siberia	Glenamoy	
Japan, Shanghai and Europe via Siberia	Suwa Maru	
SATURDAY, SEPTEMBER 22.	Gambada	
Japan		
Europe via Negapatam (Letter only London 23rd Aug.)	Yone Maru	
Shanghai and Swatow	Sinkiang	
U.S.A., Honolulu, Japan, Shanghai & Europe via Siberia	Pres. van Buren	
MONDAY, SEPTEMBER 24.		
Europe via Negapatam (Papers only London 23rd Aug.)	Kutsang	
Canada, U.S.A., Japan and Shanghai	Empress of Canada	
U.S.A., Honolulu, Japan and Shanghai	President Lincoln	
Manila	President Grant	
TUESDAY, SEPTEMBER 25.		
Japan and Shanghai	Athos II.	
Saigon	Sphinx	
WEDNESDAY, SEPTEMBER 26.		
Amoy and Swatow	Van Heutsz	
FRIDAY, SEPTEMBER 28.		
Japan and Shanghai	Kashgar	

OUTWARD MAILS.

For	Per	THURSDAY, SEPTEMBER 20.
Sam Shui and Wuchow	Kwong Ying	4 p.m.
Wei Hui Wei and Daluy	Chang Chow	4:30 p.m.
Amoy	Hosang	5 p.m.
Saigon	Dampto	5 p.m.
Shanghai and Europe via Siberia	Telamon	5 p.m.
FRIDAY, SEPTEMBER 21.		
Fort Bayard	Wing Lee	8:30 a.m.
Japan	Aki Maru	9:30 a.m.
Swatow, Amoy and Foochow	Halvard	11 a.m.
Cebu	Phemius	2:30 p.m.
Straits	Bellerophon	2:30 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 21st Oct. K.P.O. Registration 4:30 p.m. Letters (Sept. 22nd) 9 a.m. G.P.O. Registration (Sept. 22nd) 8:45 a.m. Letters (Sept. 22nd) 9:30 a.m.		
SATURDAY, SEPTEMBER 22.	Suwa Maru	
Amoy	Kwangtung	1:30 p.m.
Manila	Pres. Van Buren	5 p.m.
Shanghai and Europe via Siberia	Shantung	6 p.m.
SUNDAY, SEPTEMBER 23.	Kiangsu	9 a.m.
Bangkok via Swatow	Hoan Meri	9 a.m.

*Correspondence bearing name only.

NEW SINO-BELGIAN TREATY.

IN THE MAKING.

NEGOTIATIONS PROGRESSING AT GENEVA.

EQUALITY, ETC.

Brussels, Yesterday. The Chinese-Belgian conversations at Geneva which aim at the conclusion of a provisional agreement to supersede the Treaty of 1868 are reliably reported to have progressed to the extent that a favourable outcome may be shortly expected in the shape of a new Treaty based on principles of equality and reciprocity.—Reuter.

DISPUTE OVER SALT.

TWO LOCAL DEALERS SUE EACH OTHER.

TO-DAY'S CROSS ACTION.

Cross actions between two firms of salt dealers were heard by Mr. Justice P. Jacke (Puise Judge) in the Summary Court this morning. Mr. C. A. S. Russ appeared for the Wai Shing firm of merchants, No. 303, Des Voeux-road West, who sued the Wing Lee shop of No. 4, Centre-street, for \$268.18, alleged to be balance due on goods supplied. Mr. Leo d'Almada e Castro, Sr., defended.

The Wing Lee shop in turn sued the Wai Shing firm, the same solicitors appearing and the two cases being dealt with together.

Opposed Versions.

The Wing Lee shop alleged that the Wai Shing firm (plaintiffs in the first case) forcibly removed \$949.50 from their shop. As they admitted owing the Wai Shing firm \$224.57, and also for damages for damaged wrongfully detention of their goods.

The Wai Shing firm said that they bought goods from the Wing Lee shop, but denied forcible removal. In any case, they said, the Wing Lee shop still owed them \$268.18. The Wing Lee shop said that it was not a purchase from them but a forcible removal of everything from their shop.

BANK'S LUCK.

\$176,000 CASINO LOSS IN THREE DAYS.

Deauville.—Deauville were recently discussing the loss of 22,000,000 francs (about £176,000) by the Greek Syndicate at the Casino here in three days.

On a Monday night M. Zographos, the sad-looking little man who deals the cards and holds the bank for the syndicate, lost 17 times consecutively. A few nights later Lady Stanley, Lord Derby's daughter-in-law, won 10 hands consecutively against him.

M. Zographos, however, who looks like Charlie Chaplin, always seems about to burst into tears even if he is winning, so that his expression did not change.

Gambling goes on regularly until 8 o'clock in the morning and to watch the big play it is necessary to stay up until 8 a.m., which is when it really begins. It is also necessary to pay 50 francs (about £4) merely to watch it.

BLINDFOLD !

TELEPATHY CLAIM IN DIRT-TRACK DEMONSTRATION.

A demonstration of what is claimed to be telepathy was given before about 30,000 people at the White City dirt-track race meeting by a Frenchman named Gaston Overien.

Overien, with his face and eyes completely covered by a thick mask, rode twice round the track on a motor-cycle, avoiding numerous obstacles such as benches, barrels, and hurdles which had been placed there after he had been blindfolded. An independent observer was satisfied that no one could see through the mask.

Overien claims that he performs this feat by the exercise of a sixth sense. During the war, he says, he received a bullet in the brain, when fighting on the Somme, and part of the bullet remains.

When passing his wife on each circuit, he waved to her. Afterwards he said that it was her will power and telepathy that helped him.

TUNNEY TELLS THE PUBLIC SAFETY BILL WORLD.

FOR INDIA.

AMENDMENTS.

EUROPEANS AND BRITISH SUBJECTS AFFECTED.

LIKELY TO BE ACCEPTED.

London, Aug. 30. Gene Tunney, the world's boxing champion, whose admiration for George Bernard Shaw and other celebrities of the pen has evoked from time to time satirical comment, has bearded the literary lions in their den, cables the London correspondent of the "Statesman."

In deference to Tunney's literary aspirations a dinner was given here last night and the guests included Arnold Bennett, Gilbert Frankau, Hugh Walpole, Jeffrey Farnol, Sir John Lavery, Sir H. Curtis Bennett, Lord Decies and Lord Dalzell.

An awkward moment occurred during the toast of the President of America, the band perplexedly playing "Ol' Man River."

Tunney, in a speech, amazed the company by his fluency, and was never at a loss for a word. He modestly asked, "What's boxing?" Merely the ability to co-ordinate mind and muscle at the critical moment. Had I been a famous littérateur my welcome would have been left to posterity."

Arnold Bennett swelled the chorus of praise for the boxer, remarking that when he told a friend he was dining with Tunney his friend replied, "You are a damned liar. You are boasting."

A New York message states that Tunney has "crashed" into the New York Social Register, which is the Debrett of America or the Almanach de Gotha of the New World, to whose pages none but the keenest interest in the many benevolent institutions with which his father was associated, have lived very retiring lives, and have figured little in the public life of Bristol.

Sir George, who died on June 11, settled certain trusts for the benefit of his daughters, and left the residuary estate between his children—his son, Sir George Vernon Proctor Wills, and his daughters. It is estimated that, after the deduction of legacies and death duty, they will share several million pounds.

The eldest daughter, Miss Hilda Proctor Wills (one of the executors), is a woman of high educational attainments and great capacity. For many years since the death of her mother she has been her father's right hand. Upon her devolved the main burden of caring for her father during his long illness, while the responsibilities of maintaining the home at Burwalls, and the country households at Blagdon, Somerset, in Scotland and in Norway, and controlling their staffs, have been very heavy. Miss Wills has been a keen worker as a member of the Peter Herve Benevolent Institution.

At Bristol Cathedral.

The second daughter, Alice Lillian, is the wife of the Bishop of Bath and Wells. It was when Dr. Wynne Willson went from the headmastership of Marlborough to Bristol Cathedral as Dean that he met his wife. She was much interested in the cathedral work, and their many mutual interests led to marriage.

Since they have been at Wells the Bishop's Palace has been repaired and a vast amount of work done to preserve the beautiful old cathedral, which still retains its moat and many mediaeval features of note.

Miss Vera Wills, like her sisters, does a good deal of committee work in connection with benevolent objects in Bristol, and is a most valued member of the Bristol Cripples Children's Society.

The youngest daughter, Miss Margaret Wills, also shares in these interests.

HIGHWAY ROBBERY.

MAN AND THREE GIRLS AT MAGISTRACY.

AGAIN ADJOURNED.

The case in which a man and three girls are charged in connection with a highway robbery in the New Territories was again adjourned till next Wednesday afternoon at the Kowloon Magistracy yesterday.

Mr. H. Somersett Fitzroy is prosecuting on behalf of the Crown while Mr. C. A. S. Russ is appearing for the first defendant and Mr. Leo d'Almada for the three girls.

In fifty years time English will be the language of the majority of the people in the world.—Mr. P. B. Shaw.

CHANG

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